CYCLE NEWS®

March 29, 1989 : Number 12

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Camel Supercross Series:

Stanton wins Houston thriller

Test: Suzuki RMX250

Too good to be true?

Interview: Johnny O'Mara
GNC MX Finals
Great Mojave 250
Houston Nat'l Drags

TIME DATED MATERIAL MAILED MARCH 21, 1989

America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

While California desert recreationists are scrambling to replace "No on S7" stickies with the new "No on S11" stickies, a new House bill has come in the back door. HR780 was introduced on February 2 by Mel Levine (D-Santa Monica) and already has 60 co-authors from across the country. Identical to Senator Cranston's S11 (California Desert Protection Act), Levine's bill calls for the closing of 9.5 million acres of California desert to motorized recreation and multiple use in general. Preservationists are boasting that 13 of the bill's co-authors are on the powerful House Interior Committee. Those same preservationists know that a Senate bill, such as S11, has little chance of passing without California Senator Pete Wilson's support. Multiple use advocates across the United States are urged to write their congressman immediately, protesting HR780. Congressmen's names and addresses are listed in local phone books.

Former National Enduro Champion Terry Cunningham (Kaw) was the overall winner in round two of the AMA National Championship Enduro Series in Maxeys, Georgia, March 19. Second place went to Jeff Russell (Yam), third to Kurt Hough (Kaw) and fourth to defending National Champion Randy Hawkins (Suz). Rounding out the top five was Bryan Adams (Suz).

Team Suzuki's Mike Smith and Paul Bray (Suz) led from start to finish to win round two of the WERA/EBC Brakes National Endurance Series, a six-hour road race held at Roebling Road Raceway in Faulkville, Georgia. The Human Race Team's Kurt Hall and Andy Fenwick (Yam) finished second, with Team CIA's Scott Zampach, Gene Burcham and Chuck Mathis (Yam) third overall and first in the Middleweight Superbike class. Team Suzuki leads the Human Race Team in the point standings, 174 to 146. Scott Russell (Suz) took the win in the Formula USA sprint race, followed by Paul Bray (Suz) and Mark Chin (Yam).

Motocrossers Kenny Zahrt (left) and Sean Conley were recently awarded new Dodge trucks from the Continental Motorsport Club (CMC) for their outstanding performances during the 1988 CMC MX season. Zahrt received his truck for earning the most Pro points in the southern California region, while Conley did the same in the northern part of the state.

Will Davis (H-D) topped Chris Carr (H-D) and Bob Sweeten (W-R) for the Expert class win at the $10,000 Turbo Blue Eastern Regional Indoor Short Track Championship held in Nashville, Tennessee, March 18. Mike McDonnell (H-D) won the Junior class and Bart Schmulbach (W-R) was the Pro-Am class winner.

Oops! We erred in our coverage of the Daytona Camel Pro Series Short Track when we listed Dan Ingram as finishing fourth and Terry Poovey as placing fifth. Marioneaux Racing/Shoei/Hap Jones/Jack Sisemore/Wayne Williams/Dallas Honda/Jerry Stinchfield/Tsubaki-sponsored Poovey finished fourth and Ingram was fifth. Ditto for the Camel Pro Series point standings that should have shown Poovey fourth with 11 points and Ingram fifth with 10.

According to Eddie Lawson's manager Gary Howard, the three-time World Champion is "okay." Lawson, who broke a bone in his right wrist and bruised his palm in a test session crash at Suzuka in Japan on Monday, March 13, did not return home to California as originally reported, but stayed in Japan to undergo therapy with noted physiotherapist Dean Miller. "I really don't have anything new except that Dean Miller left a message that said he's okay," Howard said on Monday, March 20.

NAMED: Mark Hosbach, as eastern regional manager for JT Racing; Hosbach will call on key JT accounts on the eastern seaboard and will cover regional racing events in a specially equipped JT van; dealers interested in having Hosbach visit their dealerships can call 619/421-

No Brakes Promotions has announced that they've received the go ahead from Sacramento, California's Cal-Expo to run 18 professional speedway races this season, starting April 19. The races will run every Wednesday night. For more information, call 916/485-8619 or 489-0476.

The AMA/CCS has added two road race dates to the New Hampshire International Speedway (formerly Bryar Motorsports Park) schedule, April 29-30 and May 13-14, and two meets have been dropped from the schedule, September 30-October 1 and October 21-22, due to track construction. The AMA/CCS April 22-23 meet at Phoenix International Raceway (PIR) has been canceled due to a snag in contract talks between PIR and Volkswagen of America who holds a testing lease of the facility.

Dr. John Wittner's Moto Guzzi showed up for the March 3-12 Daytona Cycle Week road races sporting some new innovations, not the least of which was a Weber/Marelli fuel-injection system. "I love it," said Wittner. "I used to have gas all over my hands from changing jets all the time, but here I just tried three different settings and chose the one that worked best." The machine did have some teething problems, however, the first of which was a rocker arm tip hardness problem that was cured by hard welding and regrinding the parts. Rider Doug Brauneck's Pro Twins Grand Prix race was later hampered by the fork legs rubbing on the fairing lowers and a race-ending broken cam belt. The bike had reportedly sucked some debris into the fairing early in the week, so Wittner fitted additional screen guards there.

The Tulare County Agri-Center Show and Festival Grounds in Tulare, California, will be the site of the April 29-30 Vintage Cycle Magazine West Coast Vintage Cycle Rally. A show, swap meet and road ride will be conducted. For pre-entry blanks, offering discounts, write Vintage Cycle, P.O. Box 4134, Sonora, CA 93570, call 209/532-9563 (days), 209/586-5231 (evenings), or Dave Hansen, 6841 Ventura Blvd., Ventura, CA 93003, 805/656-6777 (days).

Papa has a set of AMS/Fujii Team Super Flat Twin stickies that he will give to the first BMW fanatic who can explain the significance of the odd-shaped mufflers on the K100 and K75 machines, and also explain why the concept could never be implemented on the R-series twins. The earliest postmarked entry with the correct answers will receive the stickies. Send entries to Papa's Stickie, Cycle News Inc., P.O. Box 498, Long Beach, CA 90801-0498.

The Canadian Motorcycle Association (CMA) is currently accepting entries for the June 23-24 Molson Export Supercross to be held in the new Toronto's Skydome Stadium. April 5 is the deadline for regular entries at $60 per night. Each night's race features a $20,000 purse, with the winner receiving $3000, plus there is a $2000 bonus for the overall winner from both nights of racing. For more information contact the CMA at Box 448, Station B, Hamilton, Ontario L8L8C4, Canada, 416/522-5705.

Chris Carr, the 600 National Champion, has pre-entered the Second Annual Honda Spring 600 National Short Track which will take place at Dixie Speedway in Woodstock, Georgia, on Sunday afternoon, April 2. Also on the pre-entry list are the likes of two-time Grand National Champion Ricky Graham, Terry Poovey, Dan Ingram, Rodney Farris, Garth Brow and Georgia's own Tammy Kirk. Advance tickets are available at participating dealers in the metro areas of Atlanta, Columbus and Macon, Georgia, and Chattanooga, Tennessee, and Greenville, South Carolina. Advance tickets are $10 each, race day tickets will be $15 at the gate. For more information, call 404/926-5315.

The National Motorcycle Patrol is looking for mature riders who are interested in patrolling hare scramble and enduro events, and non-riders to man the base station, to provide first aid assistance. Applicants must have a basic first aid certificate, knowledge of CPR, and be willing to donate their time. For additional information, write the National Motorcycle Patrol, P.O.

(Continued to page 4)

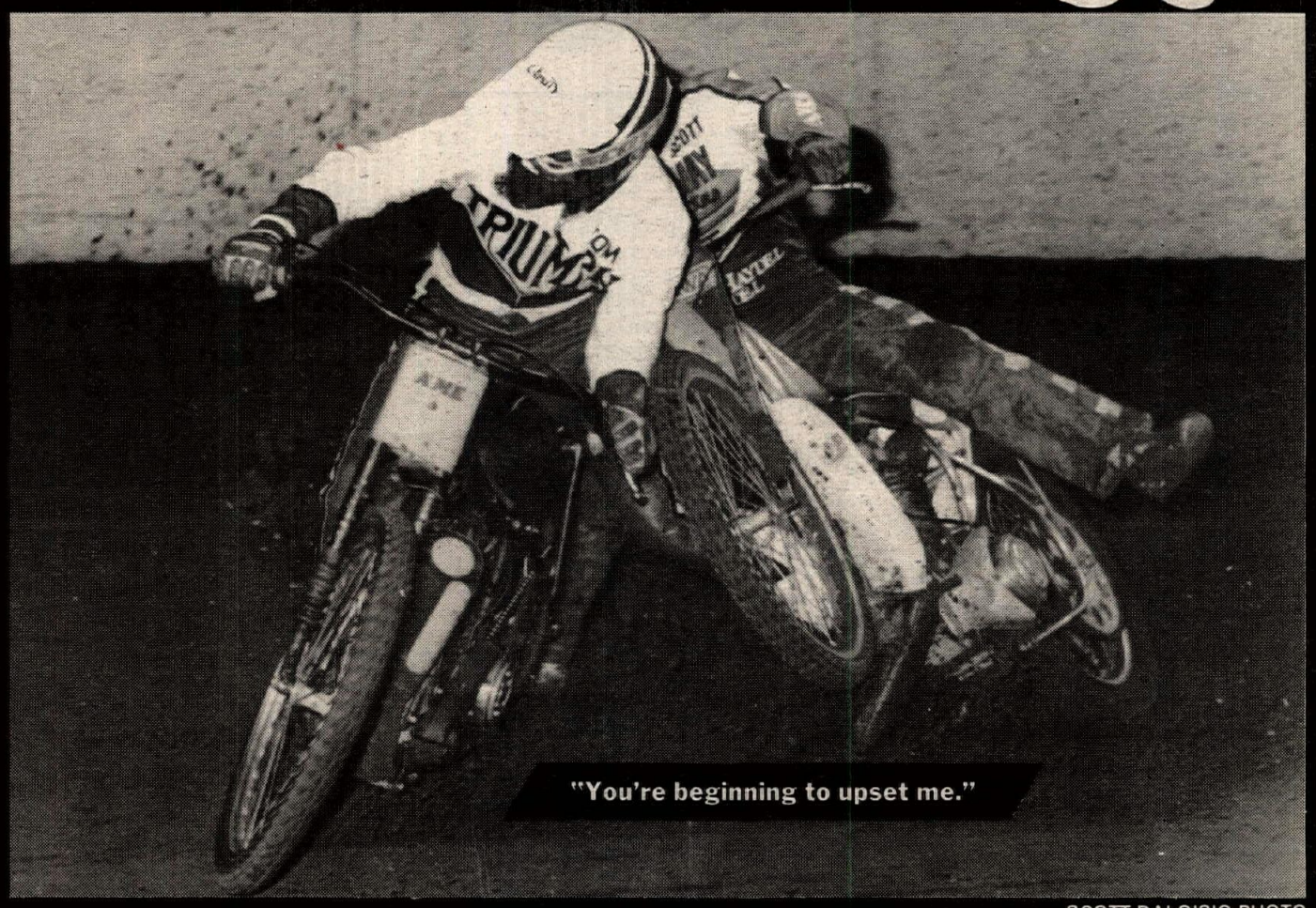
CYCLE dreams

That we had sold our old house, and in a peculiar way found something new.

I was dreading the morning when the fumigators would arrive. The place had termites and the job had to be done — in order to close escrow, to move on, to keep the living cycle fresh and alert. There was really no choice but to tent it over and gas the little beasts. And when they came by truck and hung the big tarps, putting all the clamps on, sand-bagging the bottoms, I was still inside, caught in a last-minute crisis, in a dream that time had somehow slowed and was all mine. Trying to finish a hundred things still undone — before getting on my motor and riding the hell away. And the light in the room just then got oddly red. A canvas had dropped across the windows making it quiet and eerie all of a sudden. And then I knew! It became very clear that the house was no longer mine; that it no longer belonged to my wife, my kids, me, any of us. That weird and sudden redness of light seemed, in its own rosy way, an extermination of whatever it is that connects a house to its owner, boards and mortar to reason and bones. With the roll down of canvas, that bond was so quickly, and so surely, broken. And I realized then what my most recent ride had been all about, why last Sunday I'd looked differently at those houses and fields remote from home. It was a separation of one way and a searching for another. A life in flux. Bridging a gap, changing before my eyes. But with one Common Denominator, one element of existence that refused, and still refuses, to change. And that is — THE MOTORCYCLE. Always there, forever new, exactly right for whatever occasion, whatever twist, whatever road. It is my balancer and equalizer, a continuity and lasting strength. The ride it gives is what gives life life. It cannot be sold away or traded or forgotten — or even fumigated with critter gas! Hah! I almost forgot where I was, here under the tarps, the workers' faint voices now giving me a fright. And in an instant I'm outside and on my bike. Headed west! Renewed! Revitalized! Going back to Japan for the GP opener!

William Edgar

Over the edge



"You're beginning to upset me."

SCOTT DALOISIO PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: Jeff Stanton (top) scored his third straight Camel Supercross Series victory at the Houston Supercross with a thrilling ride over Johnny O'Mara and Ron Lechien. See story on page 6. Photo by Karel Kramer. A test on Suzuki's all-new RMX250 off-road machine (bottom) begins on page 14.

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voices

SoCal ORV trails

I recently attended the Ramona, California, planning group meeting at which the proposed 37-mile ORV trail in San Diego County was discussed.

This new trail at one location will come within 300 yards of a housing development that I live in. Many homeowners have mounted strong opposition to the trail; I heard their arguments and most just do not hold water. Nevertheless, these homeowners are mounting an aggressive letter-writing campaign to block the trail.

What can be done to turn the tide? If you live in San Diego or Riverside counties in California, please write! Send letters to the following people, urging them to implement the Sunshine ORV Trail and any other proposed ORV trails in southern California: Mr. Norman Noyes, Palomar Ranger District, 1634 Black Canyon Rd., Ramona, CA 92065; Mr. Duncan Hunter, 366 South Pierce, El Cajon, CA 92020; Senator Pete Wilson, Senate Building, Washington, DC 20510.

BILL BERROTH
Acerbis Plastica USA
Santee, CA

Hidden heroes

Every year many competitors come to Daytona with their sights set on winning. Through the week their attention is focused on tires, gearing, jetting, timing and the competition. Little do most racers realize that long before their arrival Roger Lyle and the MARRC safety crew, assisted by students from American Motorcycle Institute and other corner working crews, spend countless hours evaluating track safety. As per Roger's request additional hay bales were brought in and the safety crew placed them along the unprotected guard rails. During the week inclement weather set in and the workers remained at their corner stations despite rain, wind and below normal temperatures and continued to assist fallen riders and provide track condition information to officials and riders. Many of the safety crew worked 10 days to provide for the AMA/CCS races as well as the vintage and AMA pro races. For their efforts these workers deserve a standing ovation.

On behalf of the riders, manufacturers and vendors, I wish to thank these hidden heroes for their commendable effort beyond the call of duty to provide professional level corner working and a dedication to "Safety first!"

DAVE BLACK
Eastern Regional Technical Advisor
Yamaha Motor Corp. USA
Bridgeport, NJ

Riding together

I would like to thank a very special group of Chaparrals M.C. members. I ride endurance horse races (50 and 100-mile cross country races) and my husband, a member of the Ridgecrest M.C., races the desert hare & hound races and enduros.

On February 25, our Twenty Mule Team 100-Mile Horse Race crisscrossed the Desert Foxes Hare & Hound course which was laid out for their race the following day. You can imagine that the horse people were nervous about our several passes through Charlie's Place!

Well, not only were most motorcyclists very courteous, but a group of Chaparrals put out big dog bowls full of water for our horses and gave the riders ice-cold lemonade! That small act of kindness meant so much and went a long way in reversing some negative opinions about horses and motorcycles sharing the desert.

Unfortunately, all of us recreationists — motorcyclists, ultra-runners, mountain bicyclists and endurance horse riders — are being crowded into smaller and smaller areas by a vocal group of preservationists. Remember, by law there can be no competitive events in a wilderness area and that includes my sport as well as yours!

As a horse person, I extend my hand to all of you who use the desert competitively and ask that we work together as friends to battle for more open areas in our desert.

CINDY COLLINS
Eastern High Sierra Distance Riders
Ridgecrest, CA

Ya missed 'em

I am an avid reader of your newspaper. Being a member of the United States Army stationed overseas, I get the opportunity to attend many international motorcycle events. Your newspaper has been a great help by providing me with a schedule of events.

I would like to know if you could help me find the dates of a few preseason races in France. These races are not listed in your Calendar section. Your cooperation would be greatly appreciated. The events are the Le Touquet Beach Race and the Beaucaire International MX.

JEFFRY A. SMITH
APO NY

The 1989 Le Touquet and Beaucaire races have already been run. Le Touquet took place on February 12 and was won by Belgium's Eric Geboers on a Honda. The Beaucaire round of the Supercup MX Series was held on February 19 and was won by Holland's Davey Strijbos on a Suzuki . . . Editor.

Wind

(Continued from page 2)

Box 2804, San Fafael, CA 94902, or call Stan Stawasz at 707/538-0196.

Road racer Doug Tosten was involved in an automobile accident on Interstate 95 on his way home from Daytona Cycle Week. The Fayetteville, Pennsylvania, rider was unhurt, as was his brother who was traveling with him, but Tosten's brand-new trailer struck a bridge and was destroyed along with all of his racing equipment. Tosten will be meeting with a major corporation soon to discuss sponsorship towards obtaining new machinery.

Colorado's Mountain Roadracing Association (MRA) will pay $300 to the winner of both the GTO and GTU divisions of the club's premier class, the Race of the Rockies, at each of the 10 meets scheduled for 1989. Each race will have a total purse of $2200 and will pay back 10 places. For further information, contact the MRA Hotline at 303/443-7446.

Talk about being on a budget, Team Leoni Ducati 851 rider Jimmy Adamo used the same set of tires to win the March 5 AMA/CCS Supertwins road race at Daytona that he used to win the Supertwins title at Daytona's October '88 Race of Champions. When Adamo did fit a new set of Michelin radial slicks for the first of the March 10 Arai Twin 50 Superbike Qualifiers, he promptly fell off on the warm-up lap. Later that day Adamo finished third in the AMA Pro Twins Grand Prix dice.

"And the winner is . . . " Multi-time Grand National Champion Jay Springsteen may have picked up the $5000 lion's share of the Daytona 200 Dirt Track Achievement Awards, but Rodney Farris was the *real* winner. The Cockeysville, Maryland, rider pocketed $3000 for being the third-placed dirt tracker after completing just five laps and placing 70th in the 200. Steve Morehead suffered transmission problems in the race, finishing 19th and winning $3500 as the second-place dirt tracker. The rider who many considered a shoo-in for the money was Doug Chandler, but Chandler was sick with the flu and did not compete.

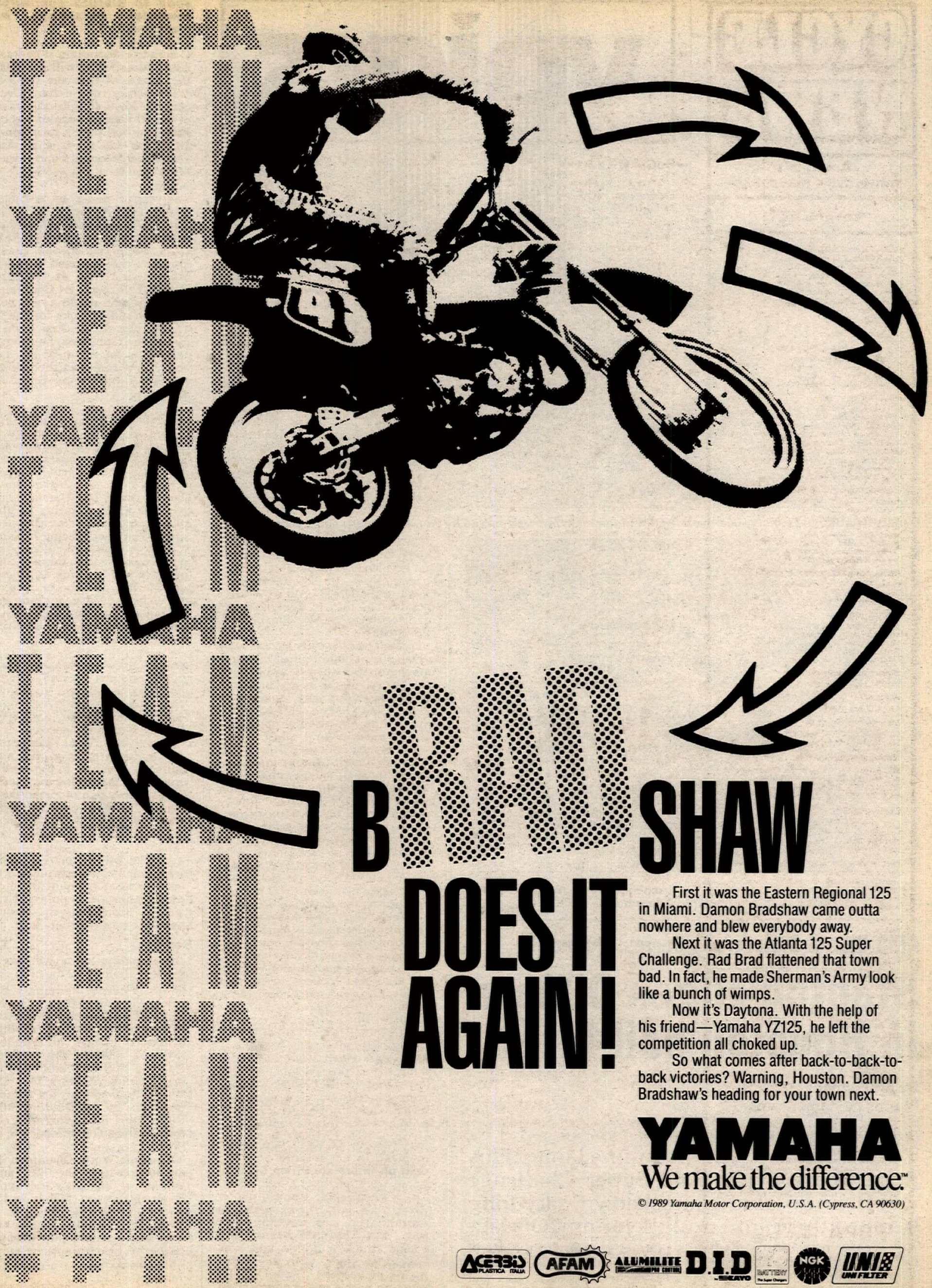
When a pace car was used for the first time in the March 12 Daytona 200, some diehard motorcycle enthusiasts wondered why it wasn't a pace bike. Said AMA/CCS Director (and pace car driver) Roger Edmondson, "We actually considered it early on, but a bike doesn't present a big enough image to the following riders." Edmondson also reported that he met his goal as pace car driver: "I'm just happy I didn't spin out in front of them," he said.

Training on motocross bikes is becoming increasingly popular with road racers as many of those competing at Daytona reported that they rode dirt bikes during the off season. Included in the group were John Kocinski, Thomas Stevens, Richard Oliver, Doug Chandler, Dale Quarterley, Jimmy Adamo and Jeff Stern.

Team Viceroy Yamaha's John Kocinski on passing: "You have to make sure your front wheel is in front of the other guy's footpeg, otherwise if you hit you'll fall down. I learned that riding at Kenny's (Roberts) and from talking to dirt trackers like Chris Carr." Kocinski put his tactics to good use in the Daytona 600cc Supersport race where he came from well back in the pack to win.

Three-time World Champion Freddie Spencer tested the 1989 Yamaha YZR500 at Yamaha's test track in Sugo, Japan, on March 16-17 in preparation for the March 26 Japanese GP at Suzuka. Spencer circulated half a second slower than the lap record, held by Japanese test rider Tadahiko Taira.

(Continued to page 41)


YAMAHA TEAM
BRAD SHAW
DOES IT AGAIN!
First it was the Eastern Regional 125 in Miami. Damon Bradshaw came outta nowhere and blew everybody away.
Next it was the Atlanta 125 Super Challenge. Rad Brad flattened that town bad. In fact, he made Sherman's Army look like a bunch of wimps.
Now it's Daytona. With the help of his friend—Yamaha YZ125, he left the competition all choked up.
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Dennis Hawthorne (35) grabbed the holeshot in the main but was passed by Ron Lechien (4) shortly after.

For the first 10 laps, Jeff Stanton (7), Lechien (4) and Johnny O'Mara (20) were this close. It later turned into a Stanton/O'Mara duel.

AMA Camel Supercross Series: Round 8

Stanton edges O'Mara in Houston nail-biter

By Kit Palmer
Photos by Karel Kramer

HOUSTON, TX, MAR. 18

Team Honda's Jeff Stanton claimed his third Coors Extra Gold Super Challenge win in a row after a knockdown, race-long battle with Team Suzuki's Johnny O'Mara and Team Kawasaki's Ron Lechien in the Houson Astrodome.

On what many of the riders described as the toughest track yet in the series, and on a warm and muggy evening, Stanton, O'Mara and Lechien kept many of the 38,573 spectators — the second largest crowd of the series — on its feet as they diced for the lead from the drop of the gate to the waving of the checkered flag.

Lechien was the early leader, but, on lap six, Stanton bullied his way into the top spot where he would stay for the rest of the moto, but not without serious challenges by Lechien and O'Mara. O'Mara took over second shortly after Stanton passed Lechien and chased the factory Honda pilot the entire race.

Lechien stayed close in third for most of the main but eventually, in Lechien's words, "pooped out" and handed teammate Jeff Ward third. Stanton flew across the finish line only a few bike lengths ahead of O'Mara, while Ward finished a few seconds back in third. Lechien finished fourth, comfortably ahead of Team Suzuki's Ronnie Tichenor.

The 125cc main event was just as exciting as the 250cc main, and combined both 125cc Eastern and Western Regional riders together in one main event, scored separately for series points. It was the first time this year that top Western Regional rider Jeff Matiasevich went heads up against the top East Coast rider, Yamaha's latest hotshoe, Damon Bradshaw. But when the checkered flag flew neither of them were leading. Instead it was Yamaha's West Coast rider Mike LaRocco taking the surprise victory. A very close second went to Honda's Mike Kiedrowski (East Coast), while Matiasevich took third. Race favorite Bradshaw was involved in a first turn pileup which forced the North Carolinian to come from behind and salvage fourth.

Stanton's win in the 250cc class extends his series points lead over injured defending Supercross Champion Rick Johnson, who did not compete in Houston. Stanton now has a 175 point total; Johnson 147. However, Johnson is not expected to compete in the next few Camel Supercross rounds because of a broken wrist sustained at the Gainesville National MX, March 5. Sitting in third with 127 points is Team Honda's Guy Cooper, while O'Mara is fourth with 111.

For winning the 250cc class, Michigan's Stanton pocketed $5000 in gold coins from a total $27,000 purse. O'Mara collected $3000 and Ward $1850. LaRocco took home $1000, from a $5000 total purse for the 125cc class win, while Kiedrowski picked up $400 and Matiasevich $280.

Heats

The start of the first eight-lap heat race, with the top five riders transfering directly to the main event, saw Team Yamaha's Doug Dubach blast into the lead ahead of local rider Dennis Hawthorne, Lechien, Cooper and Suzuki's Erik Kehoe.

Lechien quickly moved into second and set his sights on leader Dubach. Halfway into the second lap, Dubach washed out over a double jump and crashed with Lechien running into him. Lechien kept his Kawasaki upright and took the lead with Dubach remounting almost a lap down.

From that point on, Lechien motored ahead and took the win unchallenged. Cooper followed in a distant second with Hawthorne third and Kehoe fourth. Fifth place went to Canadian Suzuki rider Ross Pederson.

The second heat race featured a Shaun Kalos and Ward dogfight. Kalos jumped into the early lead with Ward, George Holland, O'Mara and Danny Storbeck in pursuit. But all eyes were focused on Kalos and Ward, and as it turned out, Kalos held his ground and defended his lead down to the checkered flag. Ward had to settle for second, while O'Mara closed in and finished third. Fourth went to Holland while Storbeck took fifth. By finishing sixth in what turned out to be the fastest heat race of the night, Suzuki-mounted Ray Sommo earned a trip to the main.

Also, for beating Ward, Kalos was voted by the press as the Coors Extra Effort Award winner. He picked up, from Coors, $1000 worth of gold coins.

Stanton worked hard for his win in the third heat race. Tichenor and France's 125cc MX World Champion Jean-Michel Bayle — in his last U.S. appearance before heading back to Europe — pressed Stanton from the drop of the gate to the last lap. On the final lap, Tichenor got tangled up in the hay bales and dropped to fifth, giving Bayle second and Fred Andrews third. Suzuki-mounted Mike Pascarella finished fourth.

Semis

Honda-mounted Larry Brooks led from start to finish in the first eight-lap semi, earning a spot in the main, as did second place finisher Honda rider Jeff Hicks. The remaining riders went to the Last Chance Qualifier.

Semi two saw Dubach easily take the win, leading from beginning to end, while a battle raged for second. But when it was all over, Tuf Racing's Suzuki-mounted Keith Bowen earned the transfer spot.

Last Chance Qualifier

Suzuki-mounted Todd DeHoop, who suffered a hard get-off during practice, and Kawasaki rider Keith Johnson stole the show in the LCQ, where only the winner would transfer into the main.

Johnson eventually passed DeHoop in the moto-long duel and finished a wheel length ahead of him. Johnson also earned $350 for winning the LCQ.

Mike LaRocco (19) jumped into the early lead in the 125cc final and went on to win over Mike Kiedrowski (762) and Jeff Matiasevich.

(Left to right) Stanton, Jeff Ward and O'Mara let the champagne fly after the 250cc main. It was Stanton's third straight supercross win.

Main

When the gate dropped for the start of the 20-lap main, 21 riders charged into the first turn with Hawthorne emerging out in front and Stanton and Lechien trailing. A few turns later, both Lechien and Stanton blew by Hawthorne with O'Mara sneaking into third. Back around ninth was Ward, who was going for his fifth consecutive win at the Astrodome, while Frenchman Bayle was back in the pack after crashing. Bayle looped his Honda, reentered the race only to have his chain come off, knocking him out of the race.

By the second lap, the stage was set for the rest of the race with Lechien, Stanton and O'Mara pulling away from the field and Ward scooting into fifth followed by Brooks, Kalos, Tichenor, Hawthorne, Pederson, Holland and Cooper.

Up front the lead trio were inches apart, setting a sizzling pace. For the next six laps, Lechien, Stanton and O'Mara were putting on a show that had many of the spectators on their feet. Stanton would dive to the inside of Lechien, who would come back and slam the door shut on Stanton. O'Mara watched the duel in third, patiently waiting for a mistake by either rider.

On lap seven Stanton made his move.

"I was just following Lechien's lines and I knew he would get tired," said Stanton. "He usually gets tired pretty quick, so I just kept putting the pressure on him until he made a few mistakes."

Stanton saw his chance to zap Lechien in a tight left-hand turn where he cut to the inside and pushed Lechien to the outside, executing a textbook block pass.

"I knew I had to pass him on an inside line," said Stanton, "so I did."

But once into the lead, Lechien had ideas of his own and quickly tried to retaliate by using the same block pass technique on Stanton as he had used on him. The only difference was that it didn't work.

"Lechien always comes back with a real aggressive move after you pass him," said Stanton, "and he did just that in the next corner. But I was ready for it."

Stanton successfully defended Lechien's only real attempt at retaking the lead, as the Honda pilot began slightly pulling away. At the same time, Lechien suddenly found himself, once again, on the defense, as O'Mara began pouring on the pressure. A lap later, O'Mara saw his chance and cut to the inside and passed Lechien over a double jump while exiting a turn. The two riders almost collided as O'Mara's Suzuki crossed Lechien's line in midair, inches away from the Kawasaki rider's front wheel.

"He scared me pretty bad right there," said Lechien. "I almost landed on the back of him. I looked over and saw his wheel right there. It was close. It wasn't what you would call a dirty move or anything. Actually, it was a pretty good move."

Once into second, O'Mara closed the gap on Stanton and was within striking distance, as Lechien fell off the pace with Ward gaining.

"I was going pretty good until about the 10th lap," said Lechien, "and then I just pooped out. The track is really demanding and it's so hot and humid in here."

Five laps later, Lechien's teammate Ward flew by over the triples and settled into third, but out of reach of Stanton and O'Mara.

Up front Stanton and O'Mara remained only a few seconds apart as they weaved in and out of lapped traffic.

O'Mara seemed to run out of steam late in the moto and was content with second, however, he was still hoping for a mistake by Stanton. But it never came as Stanton flew across the finish line about three seconds ahead of O'Mara. A few more seconds back was Ward followed by Lechien, Tichenor and Holland.

"It really feels good winning again," said Stanton, "but you can't get too high. Once you start getting up there, it's too easy to get over confident and cocky, and that can knock you off your throne. I've just got to ride every race as smooth and as consistent as I can."

"In the beginning I caught those guys pretty quick, and I thought I would get stronger towards the end," said O'Mara. "But the tough track just took its toll on me. I basically just got weak at the end. Jeff (Stanton) wasn't really going any faster than me, but I just started making some mistakes, so I guess I'm going to have to dig a little deeper to win one of these things. But I did my best."

"I just didn't get the start I wanted," said Ward. "I had to push too hard at the start of the race and the track was real demanding. By the time I got within striking distance, I had to charge that much harder to catch up, but I just didn't have it."

Tichenor, who finished fifth behind Lechien, started the main in sixth and spent most of the race dicing with Cooper before edging ahead late in the race. After Tichenor broke free, Cooper and Holland began mixing it up with Holland slipping by Cooper with less than three laps to go in the race.

Pederson landed eighth just ahead of Kalos, who was running fifth early in the race before crashing hard over a double jump. Rounding out the top 10 was Bowen.

125 Main

The 15-lap 125cc main saw LaRocco nail the holeshot just ahead of Kiedrowski, Honda rider Larry Ward and Matiasevich. As the pack rounded the first turn, a number of riders were left in the dust picking up their mounts after a first-turn pileup. One of those riders was Bradshaw. He regrouped about 15th and would eventually put in a come-from-behind charge that would earn him fourth overall.

But up front the action was hot, as Kiedrowski and LaRocco passed back and forth until LaRocco settled into the lead by the second lap. At this point, the stage was set with LaRocco leading, closely followed by Kiedrowski and Matiasevich, who was riding his first race since breaking his shoulder at the Miami, Florida, Supercross, February 18. In a distant fourth followed Yamaha's Michael Craig after Ward crashed out of the picture.

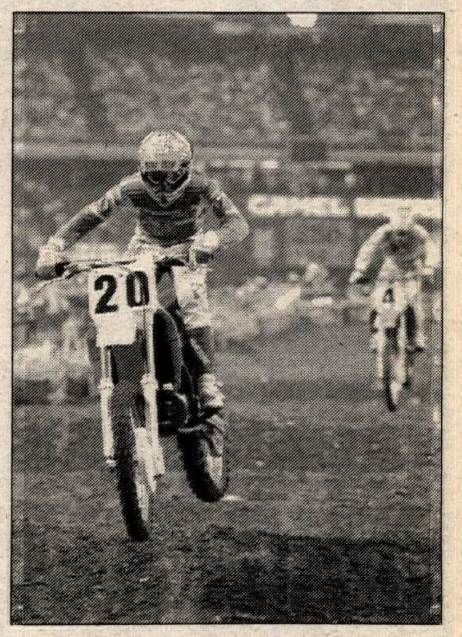
Meanwhile, LaRocco set a fast pace but couldn't shake either Kiedrowski or Matiasevich. The three-way battle lasted throughout the race with Kiedrowski making his most serious bid for the lead three-quarters of the way into the race. At one point, Kiedrowski snuck a wheel underneath LaRocco in a turn, but that was as close as he could get.

The remaining five laps saw LaRocco, Kiedrowski and Matiasevich having to deal with extremely heavy lapped traffic, but LaRocco dealt with it the best and inched away from Kiedrowski and Matiasevich.

It was also at this point when Kiedrowski's Honda began blowing steam out of its exhaust pipe due to a head gasket which was letting coolant into the cylinder.

As they crossed the finish line, only a bike length separated each of the three riders, as LaRocco took his first win of the year. Kiedrowski and Matiasevich finished second and third with Bradshaw taking a distant fourth. Rounding out the top five was Craig.

"I finally got a good start and I just held my own," said LaRocco.



O'Mara (20) chased Stanton, while Lechien (4) dropped back.

"They (Kiedrowski and Matiasevich) were there the whole time and that bothered me a little bit but didn't really affect me. I just tried to be as smooth as I could."

"They were riding real good," said Matiasevich, "And they deserved what they got. I wasn't really 100% out there. Back in the long whoops section, my shoulder was feeling really weak." •

Results

250 MAIN: 1. Jeff Stanton (Hon); 2. Johnny O'Mara (Suz); 3. Jeff Ward (Kaw); 4. Ron Lechien (Kaw); 5. Ron Lechien (Kaw); 6. George Holland (Hon); 7. Guy Cooper (Hon); 8. Ross Pederson (Suz); 9. Shaun Kalos (Yam); 10. Keith Bowen (Suz); 11. Larry Brooks (Hon); 12. Erik Kehoe (Suz); 13. Fred Andrews (Hon); 14. Jeff Hicks (Hon); 15. Doug Dubach (Yam); 16. Ray Sommo (Suz); 17. Keith Johnson (Kaw); 18. Mike Pascarella (Suz); 19. Dennis Hawthorne (Kaw); 20. Danny Storbeck (Hon); 21. Jean-Michel Bayle (Hon).

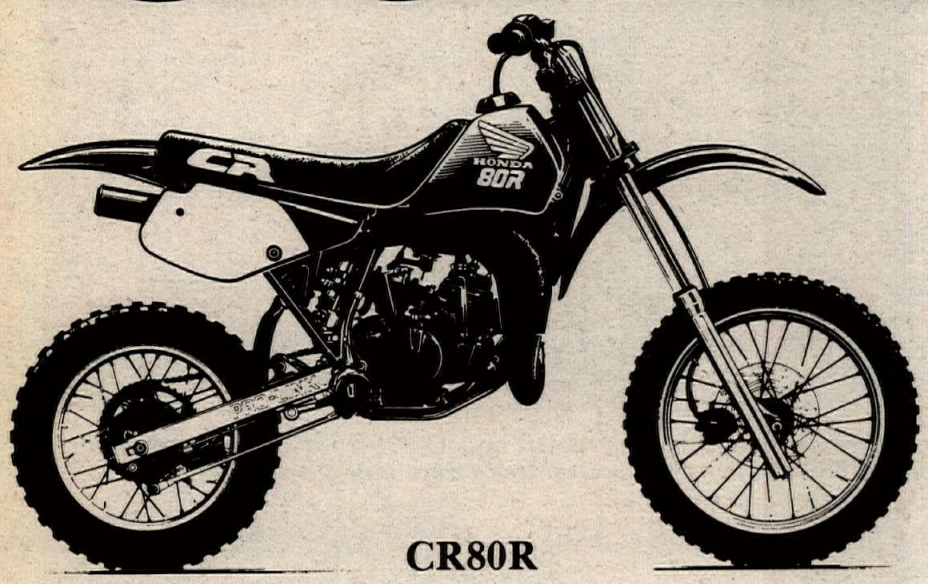
250 CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Stanton (175); 2. Rick Johnson (147); 3. Cooper (127); 4. O'Mara (111); 5. Lechien (110); 6. Tichenor (102); 7. Kalos (85); 8. Bayle (79); 9. Dubach (74); 10. Kehoe (70).

125 MAIN: 1. Mike LaRocco (Yam); 2. Mike Kiedrowski (Hon); 3. Jeff Matiasevich (Kaw); 4. Damon Bradshaw (Yam); 5. Michael Craig (Yam); 6. Tallon Vohland (Kaw); 7. Larry Ward (Hon); 8. Denny Stephenson (Kaw); 9. Derrick Roe (Kaw); 10. Mike Jones (Yam); 11. Chris Coleman (Kaw); 12. Billy Whitley (Suz); 13. Barry Carsten (Suz); 14. Ty Davis (Suz); 15. Darrin Hoeft (Suz); 16. Jason Langford (Yam); 17. Vince Warren (Hon); 18. Carl Vaillancourt (Hon); 19. Brian D. Pryor (Suz); 20. Scott Steffy (Suz); 21. Kenny Kizzar (Suz); 22. Kerry Mulligan (Suz).

EASTERN REGIONAL 125 POINT STANDINGS: 1. Bradshaw (93); 2. Kiedrowski (80); 3. Stephenson (69); 4. Davis (61); 5. Coleman (46); 6. Steve Childress (43); 7. Mike Jones (42); 8. Vaillancourt (41); 9. Carsten (38); 10. Roe (29).

WESTERN REGIONAL 125 POINT STANDINGS: 1. Matiasevich (120); 2. LaRocco (97); 3. Tyson Vohland (78); 4. Craig (76); 5. Lance Smail (65); 6. Larry Ward (61); 7. Jeremey McGrath (56); 8. Jimmy Gaddis (51); 9. Chris Young (42); 10. Steffy (31).

COME RAC



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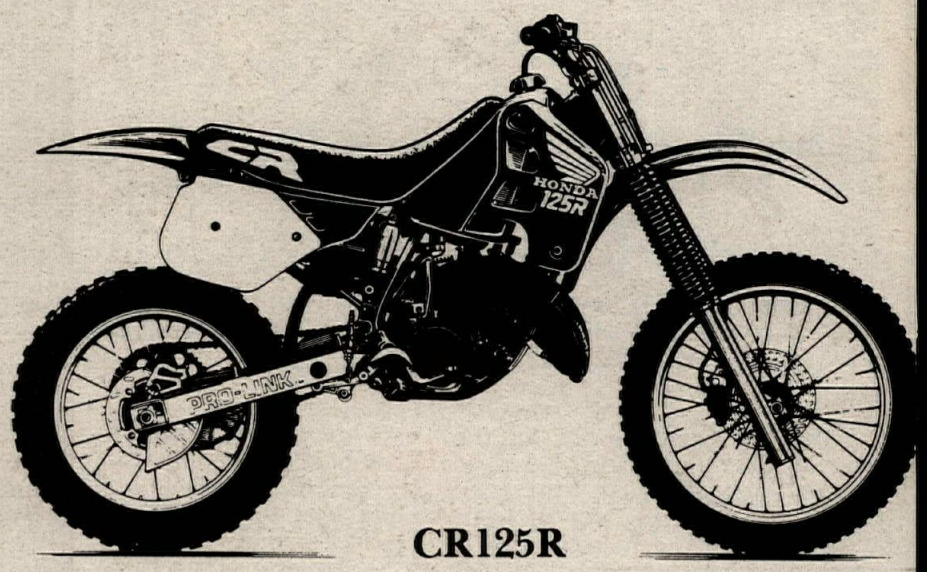

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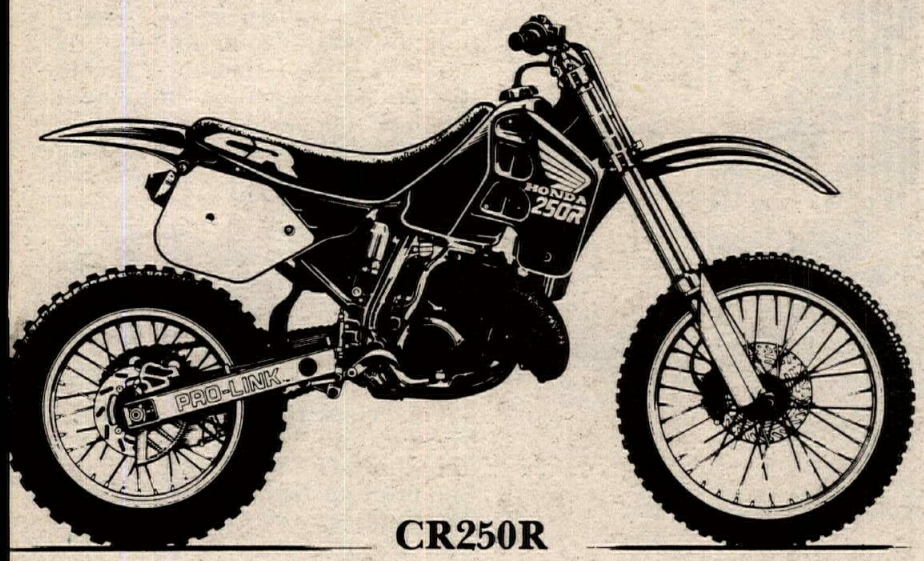
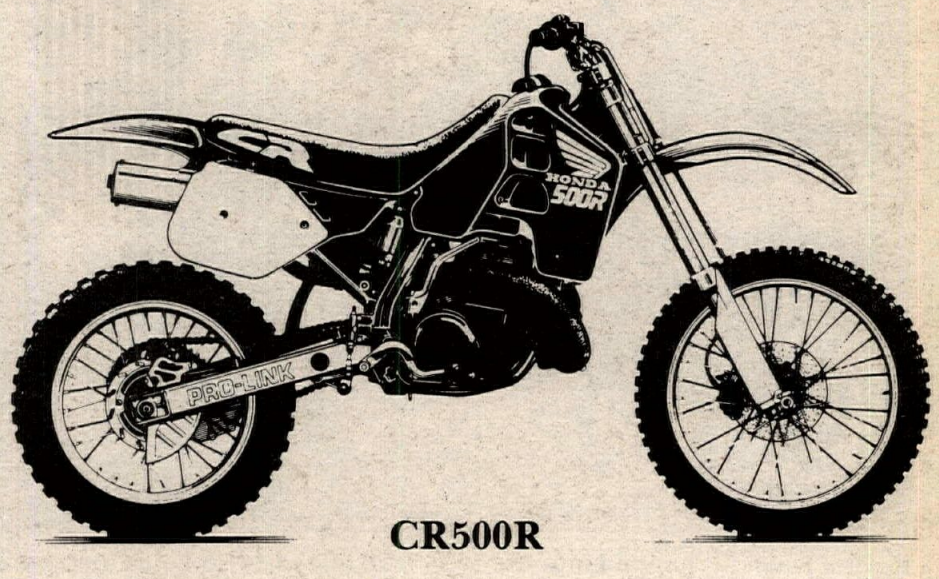


CR250R



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Kevin Brown (2) jumped into the early lead ahead of Ed Lojak (behind Brown) and Steve McSwain (5).

Defending National Cross Country champ Lojak gets the checkered flag as well as the thumbs up in the series opener in North Carolina.

AMA Wiseco/Yamaha Grand National Cross Country Series: Round 1

Lojak lands Sand Flea 100 victory

By Davey Coombs
Photos by Gary Plessinger

SANFORD, NC, MAR. 12

Team Yamaha's Ed Lojak began his quest for an unprecedented-eighth consecutive Grand National Cross Country Championship with the overall win at the 1989 series opener in Sanford. The 28-year-old Pennsylvanian overcame a furious challenge by Team Green's Scott Plessinger on the extremely difficult Sand Flea 100 course to win by 60 seconds. Their three-hour battle for the overall lasted until less than a mile left in the race, when Plessinger hung up his KX250 in a rutted-out ravine as Lojak sprinted for the checkered flag. Rounding out the top five overall were Dunlop/Smith/Pro-Circuit/Right Racing-backed Kevin Brown, Open A winner Steve McSwain, and Ohio WR250 pilot Jeff Russell, YZ125 rider Gene Onail was the top 200cc A rider on the day while Pennsylvania's Tracey Warrington accounted for the Four-Stroke A class win. KTM's Dick Burleson was tops in the Senior A class after a convincing seventh overall effort.

North Carolina's own Burch Hamrick led the rest of the classes with the 33-rider Junior division win. Honda-mounted Richard Faria won the Open B class, while Ohio's Eric Sauer bettered 49 other riders to score the 250cc B victory. Other Amateur class winners included BT Racing's Brian Patterson (200cc B), KTM pilot Louis Dearman (Senior B), local favorite Walter McLean (Four-Stroke B), Maryland's Bruce Triplett (Super Senior) and Illinois' Lawrence Hayes (Masters). The one-hour Minicycle event was captured by YZ80 rider Josh Lojak.

The best description of the Sand Flea 100 course may have come from the winner himself; Lojak called it "possibly the most difficult track I ever rode." Six weeks of on-again off-again rain in the tarheel state turned the underlying red Carolina clay into an unforgiving muck that swallowed motorcycles wholesale. The Devil's Ridge Riders' club that organized the event would spend the day setting up alternate routes through the infinite number of bogs that saturated the course. Of the 275 riders that started the three-hour race only 11 completed all five laps.

Holeshot artist Kevin Brown picked up where he left off last season by placing his CR250 at the end of the start stretch in front of the other 29 250cc A and Open A riders. Trailing in short order were Lojak, McSwain, BT Racing/Scott/Wiseco/MCR's Davey Coombs, KTM's Mark Hyde, Plessinger, Team Green's Robbie Neeley and Husqvarna pilot Barry Gaston. Left in last on the starting line was Russell, who needed several extra kicks to get his ride running in the dead engine start. Joining him near the back of the pack were defending Open A series champ Scott Summers and last year's Blackwater 100 winner Tim Coombs, both struggling through a vine thicket encountered as the crowd funneled into the first tight woods section.

Brown would lead for the first quarter lap before McSwain moved his Honda around him for the lead. Already the lead riders were beginning to find the going tough in the numerous deep, tree-lined ravines that dotted the course throughout. Two of the day's first casualties, however, fell out of contention on an open stretch. Neeley tangled with another rider just before entering the woods and crashed hard on his KX250. Fellow Team Green pilot Terry Cunningham was also at the scene and would drop out of the race while trying to ensure that the other riders were not seriously injured.

McSwain was the first rider to the lap one clock point, leading Brown by half a minute. Plessinger rode a tight third with Lojak in tow. Davey Coombs rode fifth overall, followed 20 seconds later by Russell and KTM rider Duane Conner. Rounding out the first 10 were Yamaha YZ490-mounted Tim Shephard, Ohio's Joel Jenkins, and North Carolinian Farrell Smith.

Further back Burleson was employing his enduro credentials to move through the field after starting out in the second Senior A row. The KTM 250 rider hit the barrels four minutes off of McSwain's pace in the 12th overall position. ATK riders Paul Michels and Tom Meyers kept company with the leading Senior early, but Burleson's getaway would be complete by the end of lap two. After five laps Burleson crossed the checkered flag a convincing seventh overall, a little more than a half hour behind Lojak's time on the rugged course. Michels and Meyers followed in the class rankings with Joseph Hull and Yamaha rider Joe Lojak rounding out the top five.

As the leaders engaged the course for the second time it was clear that the course was not holding up to the massive number of bikes. Every hill became an adventure as the paths took on the look of a never-ending slot-car track. Soon the riders would be stretching the widths of the circuit in search of alternate lines, some sections growing more than 100 feet in width. When new leader Lojak and Plessinger made the completion of lap two, their first lap tie of 32 minutes had been extended by five minutes; their last lap of the race measured approximately 38 minutes.

Coming through the barrels Lojak led new number two Brown by just two seconds with Plessinger breathing down the runner-up's neck. McSwain had dropped 30 seconds off of the pace while Russell sat in fifth three minutes down. Conner was another three minutes back in sixth while Davey Coombs pulled out of the race with a bent front disc.

In the 200cc A class Onail and YZ125 rider Stan Lojak held the lead ground after one lap, clocking in just seven seconds apart. Lojak would inherit the lead on the next lap and actually move up into the seventh overall position, and by the third lap he extended his lead on Onail to nearly 10 full minutes with KTM rider Robert Tominello, last year's 200cc B champion, and Pennsylvania's Buddy Norton trailing. Lojak climbed as high as sixth overall by the end of the fourth lap, but before he could complete the fifth and final lap, his machine faltered in a mud-

Kawasaki-mounted Scott Plessinger finished 60 seconds behind the overall winner, Lojak, for second overall and the 250cc A class win.

The 1988 Blackwater 100 winner, Tim Coombs, roosted his big-bore Honda to eighth overall and second in the Open A class.

hole and Lojak was forced out of the race. Onail graciously made up the deficit and crossed the checkered flag as the only 200cc A rider with all five laps accounted for. Lojak's four lap effort was good for second in the class with Tennessee's Jeff Austin, Suzuki-mounted Michael Burke, and Cagiva pilot Buddy West going 3-4-5.

As Lojak pushed his YZWR250 through the lap three barrels he extended his overall lead on Plessinger by 20 seconds while Brown rode another five ticks back in third. McSwain continued to fall off of the overall pace though his Open A lead over class runner-up Shephard by that time stood at more than 15 minutes. Just behind Shephard came Tim Coombs, and through the last two laps those two would battle back and forth for the Open A runner-up position.

"We must have passed each other 10 times on that last lap," said Shephard after the run. "He would go by and then get stuck and then I go by and get stuck. It went like that right through to the finish." Coombs led last and took the second place trophy well off of McSwain's final time. Husqvarna-mounted Charles Huegel would finish the day in fourth ahead of a trouble-plagued Summers in fifth.

In the Four-Stroke A class Pennsylvania's Tracey Warrington put in four tough laps to edge defending class National Champion Carey Stump. Warrington, mounted on a Honda XR600, bettered Kentucky's Stump by five minutes on the final score sheets. Another XR600 rider, Kentucky's Harvey Whitaker, placed third with Maryland's John Cushing and Kevin Howser rounding out the top five.

Lojak's lead would grow to 60 seconds on Plessinger as the riders took the white flag. Brown was beginning to allow the mud to get the better of his challenge and was by that time four minutes down on the front-runner. McSwain was stabilized in fourth with Russell a steady fifth. Lojak's lead began to dwindle as Plessinger picked up the pace for one last assault on the overall. He closed the gap considerably as the rider rode through the two outback checks, and when Lojak crashed on a log three miles from the finish Plessinger was there to accept the lead position. His lead was short-lived, however, as a fallen tree played the part of spoiler for the KX rider, taking his back end out as Lojak went by again.

The race came down to one final ravine crossing within a mile of the finish. With lapped riders littering the spread Lojak made a do-or-die leap across the shortest bank, completing the jump but losing control of his machine on impact. As Plessinger took the long way around Lojak remounted and shot onto the main path just before Plessinger could get a wheel ahead of him. From there it was a sprint to the finish, with Lojak finally crossing the line one minute ahead of a disappointed Plessinger, Brown was next to the finish, with Russell and Conner filling out the top five in the 250cc A class with five laps apiece.

By being the only Amateur class rider to complete all five loops CR250-mounted Buren Hamrick unofficially claimed the B class overall. The Junior class rider was able to work his way into the top 10 overall A class riders while extending his lead on class runner-up Tom Harris to nearly 15 minutes.

Ohio's Mike Frazee finished third on the day with Yamaha-mounted Richard Kresic and KTM rider Jaisson DeRoche going four-five in the division.

Another North Carolina rider, Thomasville's Richard Faria, captured the 26-rider Open B win with a three minute cushion over Ohio's Flip Jemore. Clocking in behind the KTM of Jemore were Kentucky ATK pilot Michael Paynter, KTM rider Roger Allen, and West Virginia's Kevin Hagedorn.

In the 250cc B class KTM ride Eric Sauer posted a 20 minute win over Virginia's Danny Morrison, both riders finishing the day with four laps apiece. Pennsylvania's Frank Keegan pushed his Yamaha to third spot in the race with Suzuki-mounted Jeff Taylor fourth and Yamaha rider Ronald Palermo fifth.●

Results

O/A: 1. Edward Lojak (Yam); 2. Scott Plessinger (Kaw); 3. Kevin Brown (Hon); 4. Steve McSwain (Hon); 5. Jeff Russell (Yam); 6. Duane Conner (KTM); 7. Richard Burleson (KTM); 8. Tim Coombs (Hon); 9. Gene Onail (Yam); 10. Tim Shephard (Yam); 11. Stan Lojak (Yam); 12. Paul Michels (ATK); 13. Jeff Austin (Hon); 14. Charles Huegel (Hus); 15. Michael Burke (Suz); 16. Buddy West (Cag); 17. Scott Summers (Hon); 18. Richard Moyer (ATK); 19. Mark Hyde (KTM); 20. Tracey Warrington (Hon).

OPEN A: 1. Steve McSwain (Hon); 2. Tim Coombs (Hon); 3. Tim Shephard (Yam); 4. Charles Huegel (Hus); 5. Scott Summers (Hon).

250 A: O/A: Edward Lojak (Yam); 1. Scott Plessinger (Kaw); 2. Kevin Brown (Hon); 3. Jeff Russell (Yam); 4. Duane Coner (Yam); 5.Mark Hyde (KTM).

200 A: 1. Gene Onail (Yam); 2. Stan Lojak (Yam); 3. Jeff Austin (Hon); 4. Michael Burke (Suz); 5. Buddy West (Cag).

4-STRK A: 1. Tracey Warrington (Hon); 2. Carey Stump (Hon); 3. Harvey Whitaker (Hon); 4. John Cushing (Hon); 5. Kevin Howser (Hon).

SR A: 1. Richard Burleson (KTM); 2. Paul Michels (ATK); 3. Tom Meyers (ATK); 4. Joseph Hull (Yam); 5. Joseph Lojak (Yam).

OPEN B: 1. Richard Faria (Mon); 2. Flip Jemore (KTM); 3. Michael Paynter (ATK); 4. Roger Allen (KTM); 5. Kevin Hagedorn (Hon).

250 B: 1. Eric Sauer (KTM); 2. Danny Morrison; 3. Frank Keegan (Yam); 4. Jeff Taylor (Suz); 5. Ronald Palermo (Yam).

Sixth overall went to 250cc A class rider Duane Conner.

200 B: 1. Brian Patterson (Hon); 2. Mike Potts (Kaw); 3. Steven Branton (Yam); 4. Michael Mullenex (Kaw); 5. Scot Barrett (Kaw).

4-STRK B: 1. Walter McLean (Hon); 2. William Snuggs (Yam); 3. Jerry Trivette (Hon); 4. Patrick Short (Hon).

SR B: 1. Louis Dearman (KTM); 2. Mike Cluse (Yam); 3. Robert Cox (KTM); 4. Worth Caswell (C-A): 5. Ernie Mellor (KTM).

JR: 1. Buren Hamrick (Hon); 2. Tom Harris (Yam); 3. Mike Frazee (Yam); 4.Richard Kresic (Yam); 5. Jaisson Deroche (KTM).

S/SR: 1. Bruce Triplett (Kaw); 2. Ronald Rose (Yam); 3.Ned Greeneltch (KTM); 4. Dan James (Yam); 5. Ken Warrender (Hus).

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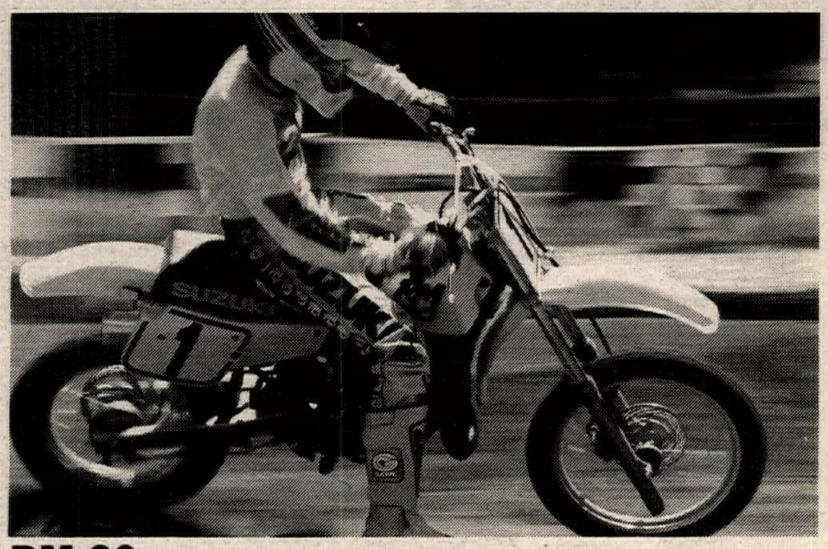
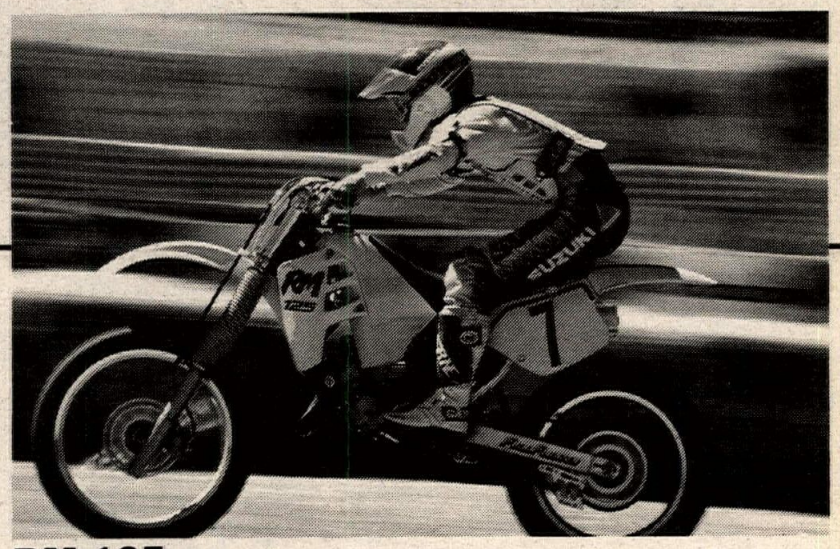
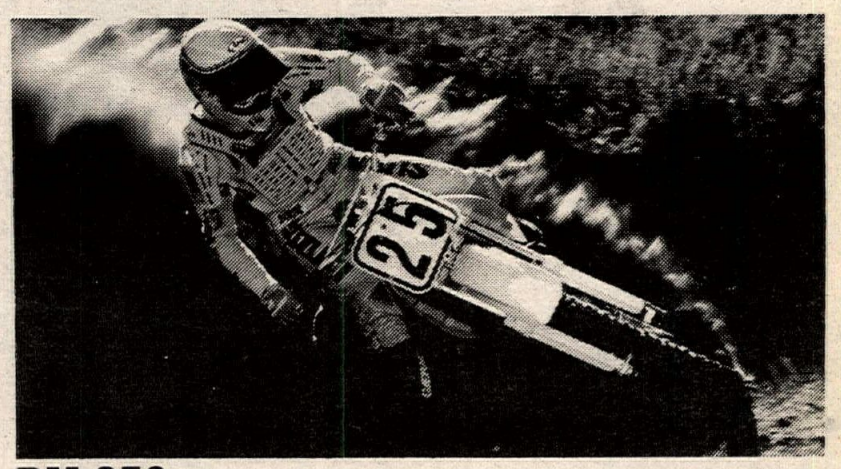


RM-80



RM-125



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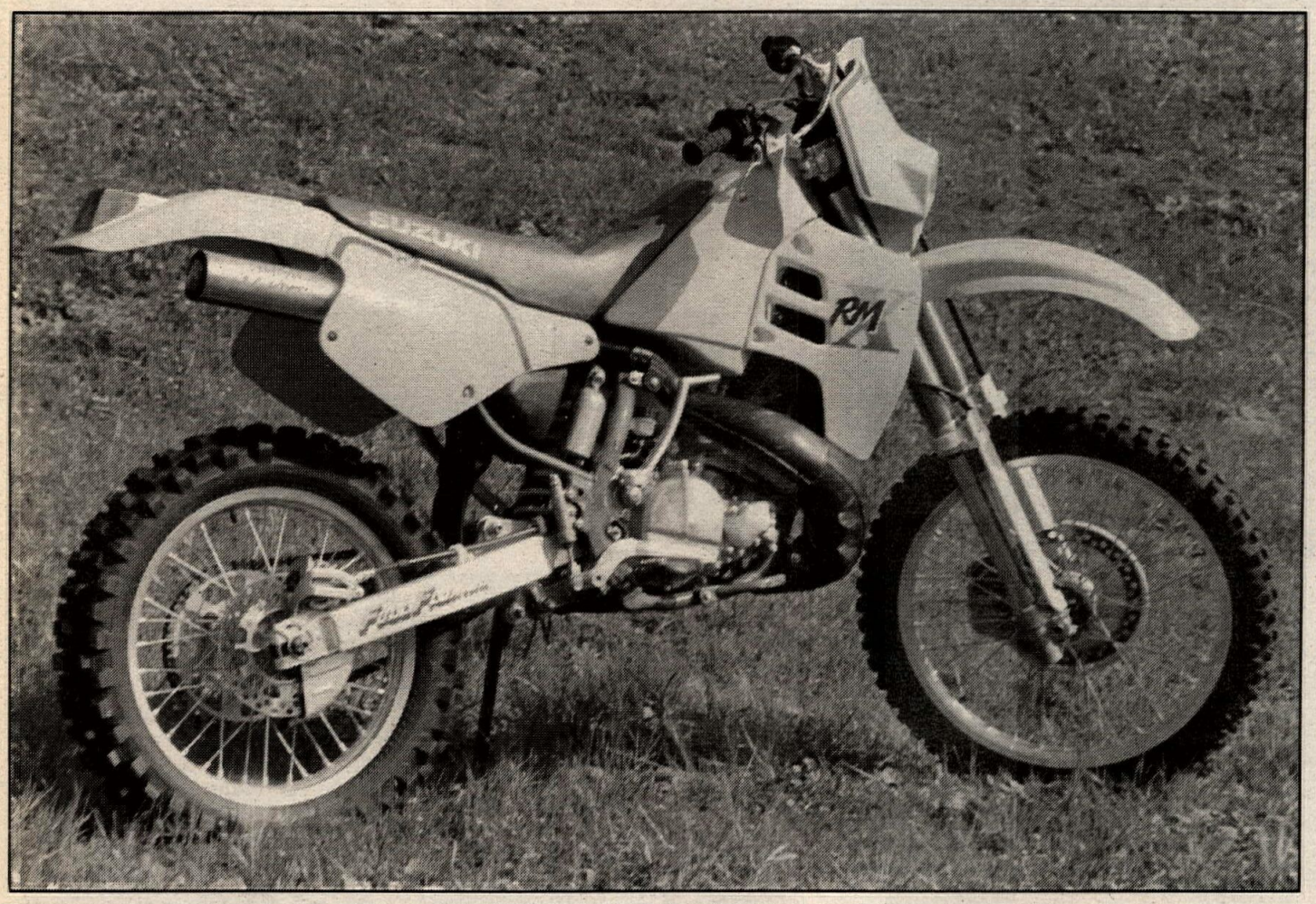
Test: 1989 Suzuki RMX250

Too good to be true?

By Kit Palmer



The long-awaited RMX250 has all the goodies an off-road rider needs, such as a wide-ratio transmission, a heavy flywheel, a big gas tank, an odometer, brake guards, lights and more. For $3899, it better have.

When Suzuki decided to re-enter the off-road market after an eight-year absence, the company had an all-or-nothing attitude in designing its first new enduro/off-road model since the demise of the PE175. In its plunge back into the off-road market, Suzuki wanted to make waves rather than ripples and what Suzuki engineers came up with is the long-awaited 1989 RMX250.

The inception of the RMX started becoming a reality two years ago when Suzuki hired ISDE gold medalist Charles Halcomb to help design an "off-road enduro-type production motorcycle." And to help Halcomb with the project, National enduro competitors Randy Hawkins and Dave Bertram gave their imput by competing the entire 1988 AMA National Championship Enduro Series on what Suzuki called RMX-modified RM250Js. Following the long season Hawkins did Suzuki one better by capturing the number one plate, giving the company its first-ever National Enduro Championship title. Plus, all three riders competed in the 1988 International Six Days Enduro in France and all three riders earned gold medals. Their experience throughout the year was used in the developement of the production '89 RMX.

The RMX is based on the 1989 RM250K motocrosser. It uses the same two-stroke, water-cooled, case-reed induction, 249.6cc motor and frame construction/geometry as the RM motocrosser. However, the motor has incorporated several modifications to make it better suited for off-road riding and to meet the strict 82 db. federal EPA noise regulation, which all manufacturers must pass before they can legally offer an "off-road" model in the U.S..

Performance-wise, the only difference between the RMX and the RM motor is that the RMX is fitted with a two-ring piston (rather than a one-ring piston used in the RM), a heavier flywheel and a wide-ratio transmission.

The advantage of the two-ring piston is that it increases compression, resulting in better low-end performance. But for those who want more revs, you can use just one ring.

The cylinder and cylinder head are the same as the RM's. The crankshaft, however, is slightly longer on the left side to accommodate a larger and heavier flywheel with built-in lighting coils.

Carburetion is handled by a 38mm flat-slide TMX Slingshot Mikuni.

But to make the RMX quiet enough to pass the EPA sound test, Suzuki had no choice but to make many horsepower-robbing modifications to the motor. There's a throttle stop in the carburetor to keep the slide from opening all the way; there's another stop in the exhaust power-valve, preventing the valves from opening all the way; there's a restrictive cover over the airbox' air intake opening, and there's a monsterous steel silencer/spark arrester attached to a quieter double-wall, exhaust pipe, which is mounted low in the frame.

The RMX has a five-speed wide-ratio transmission designed to make the RMX more versatile on the trail. Every gear except for second is changed. Below is a chart showing the different gear-ratios between the RMX and the RM.

	RMX	RM
1st gear:	2.285:1	2.154:1
2nd:	1.733:1	1.733:1
3rd:	1.375:1	1.412:1
4th:	1.090:1	1.158:1
5th:	1.571:1	1.000:1

The chrome-moly steel tubing frame and chassis are nearly identical to the RM's. They both have an aluminum detachable left-side subframe section, but the RMX has bolt-on rock guards to protect the crankcases.

Stopping power is handled by front and rear disc brakes, but unlike the RM, the RMX has an aluminum alloy rear disc cover and a plastic cover guarding the front disc brake assembly.

Suspension is similar to the RM's. The RMX has an inverted Kayaba fork with 21-way adjustable compression/rebound damping settings and the latest Full Floater rear suspension design. The rear Kayaba shock has 18-way compression and 21-way adjustable rebound damping settings.

However, there are some differences between the RMX suspension and the RM suspension.

The rear shock on the RMX has lighter low-speed compression damping and the front fork has a different piston design than the RM. Plus, grease fittings have been installed at all rear suspension linkage pivot points.

A lot of attention went into detailing with the off-road rider in mind. The RMX has a larger 2.9 gallon gas

tank (the stock RM tank holds 2.2 gallons); it has a mechanical readout odometer; a working headlight and taillight; plastic hand guards; a quick-change rear wheel assembly; a steel rear sprocket (instead of aluminum) and to top things off, an O-ring drive chain.

The RMX weighs nine pounds more than the RM at 225 pounds.

Trail Blazin'

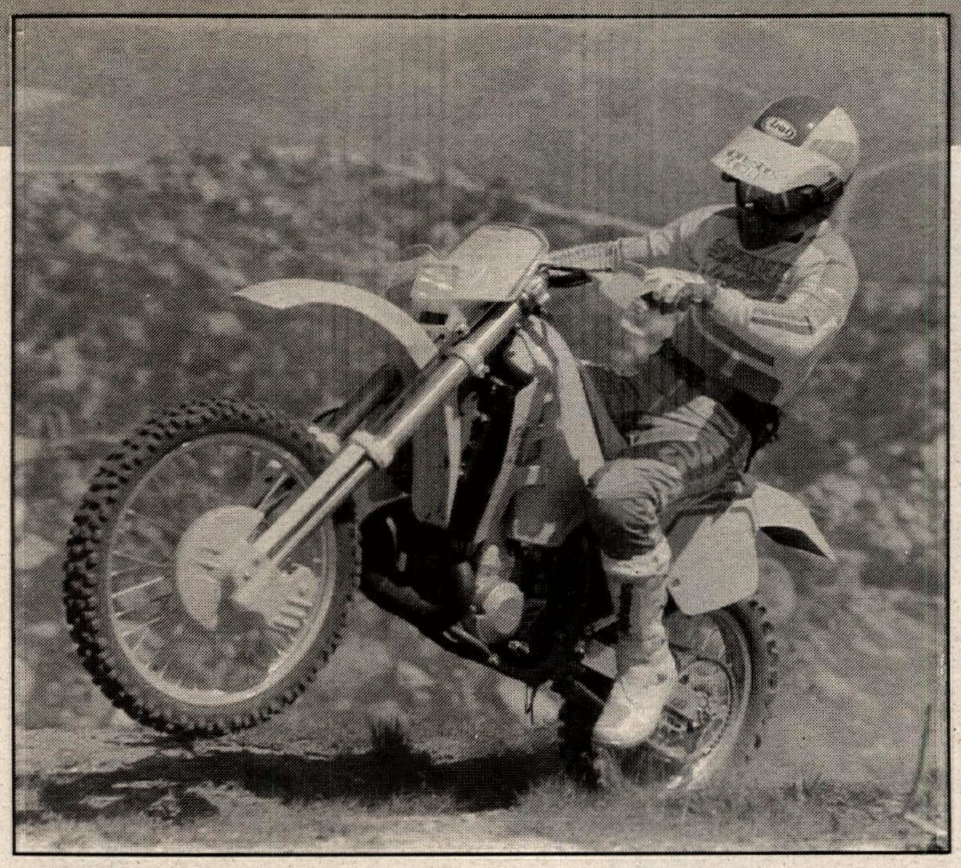
First of all, we rode the RMX in both stock and modified conditions. When we mean modified, we mean by removing all the restrictive devices, such as the throttle stop, the power-valve restrictor and the airbox cover. However, we don't recommend removing these parts for enduros, or for non-closed-course events.

In box stock form, the RMX is extremely quiet, but a lot of horsepower is sacrificed because of this. With the RMX all "choked" up, it works fine for play riding, such as hopping over logs, jumping off ledges, plowing through berms, bouncing over rocks, wheelieing over ruts, exploring new trails and climbing hills. However, there were some steep hills we tried climbing where the RMX would just run out of breath and pass out before reaching the top.

You can ride the stocker pretty fast, but you have to keep it pegged and revved out most of the time. As long as it's on the pipe and revving, it'll do almost anything you want it to, but one mistake and it's all over. If the motor falls off the pipe, it usually takes a couple of quick downshifts and a lot of clutch work to get the rear wheel spinning again and the RMX back up to speed.

For closed-course racing, we tried the RMX without the throttle stop, the power-valve restrictor and the air box cover, and we replaced the stock silencer with a stock RM silencer and the results were immediately felt.

In this condition, the RMX can breathe freely. It pulls hard through-



The RMX's suspension is super plush and very stable. In stock form, the motor is a little down on horsepower but is still competitive.

out the powerband and has sufficient low-end to carry you over gnarly terrain. There's no sudden surge, or an overly explosive rush of power anywhere in the powerband, just a smooth, gradual pull that gets you from one corner to the other quickly and carries you up any hill that you dare try.

We tried the RMX with a variety of silencers: the stock silencer, the new ultra quiet aluminum Cobra Hush Puppy spark arrester/silencer and a stock RM250K silencer with a Cobra Sparky bolt-on spark arrester.

The stock silencer is the quietest of the three but is also the heaviest and most restrictive. The Hush Puppy muffler is slightly louder than the stock silencer but is much lighter at two pounds, which is nearly five pounds less than the stock muffler. Our RMX ran a little rich with the Hush Puppy and required some jetting modifications. The stock RM muffler with the Sparky attached works the best of the three and is still remarkably quiet, easily capable of passing AMA's 98 dbs. noise requirements at AMA-sanctioned off-road events. With the RM silencer, the RMX is much more responsive and harder hitting.

The wide ratio transmission works in harmony with the motor but we wouldn't hesitate to run a tooth or two larger sprocket in the rear to give it a little more snap at lower rpm. The stock sprocket has 49 teeth.

Even with the stock sprocket, the gear-ratios suit the RMX well. It has the right gearing for a wide variety of situations and every gear is useable, including fifth.

Gear changing is smooth and missed shifts were uncommon. The clutch also worked well despite a lot of abuse. It has a light, one-finger pull and the action is smooth and predictable. We gave the clutch plenty of chances to overheat and fade, but it never did. We also put the clutch to the test on many long hills, over and over again, but it didn't show any signs of slippage or giving out. The clutch lever bracket, or stem, is a little too short letting the lever hit your knuckles on the handlebar before it fully disengages the clutch.

As far as the suspension goes, the RMX soaks up the bumps like a dream. Both front and rear suspensions deliver extremely cushy rides without giving anything away to the hard landings over jumps and ledges.

In typical Suzuki fashion, the rear suspension performs like magic over the roughest ground. Very rarely does the back end do anything that requires the rider to back off the throttle, and the front end works just as good. What really impresses us is that the RMX has very little head-shake when moving at speed, especially in sand washes. The front end is very controllable.

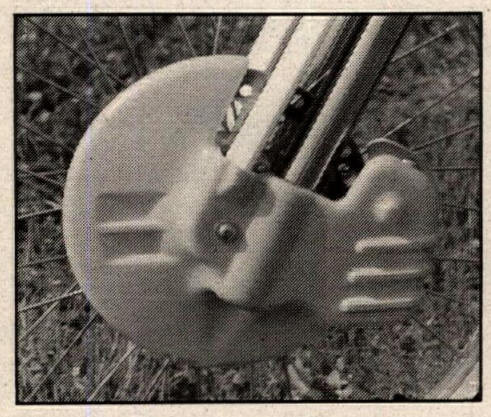
The RMX is also very stable over the rocks. You can hold the throttle open and hold a consistent speed over the rocks and the suspension soaks up the bumps and the Suzuki maintains a straight bearing.

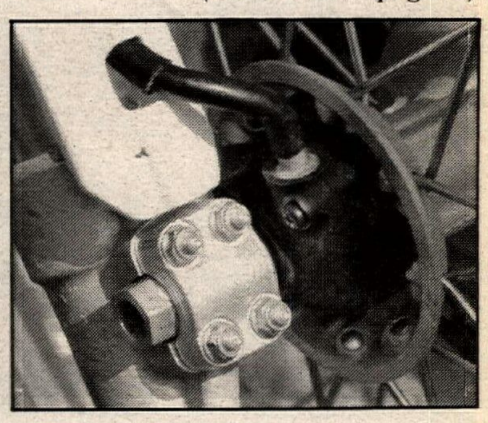
Even though the RMX weighs slightly more than the RM, it still feels very light, especially in the front. This helps in flinging the RMX through the tight and twisty trails.

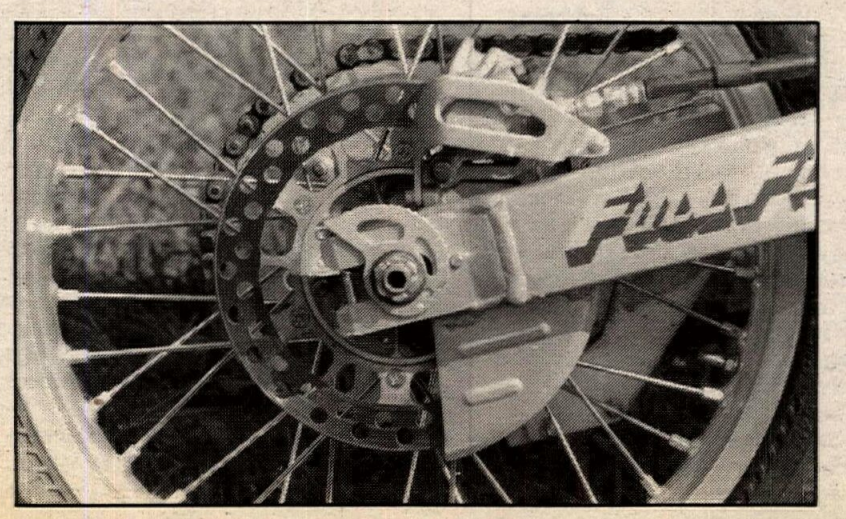
Slowing it down for the turns is no problem. Both front and rear disc brakes haul in the RMX quickly and progressively. We didn't have any problems with locking the back wheel or having the motor stall.

The RMX is a very comfortable motorcycle to ride. It's a little tall for an enduro bike, but the seat/handlebar/footpeg relationship is positioned well for those long days in the saddle. The grips are first-rate and the levers are easy to reach. Plus, the plastic hand guards are sturdy

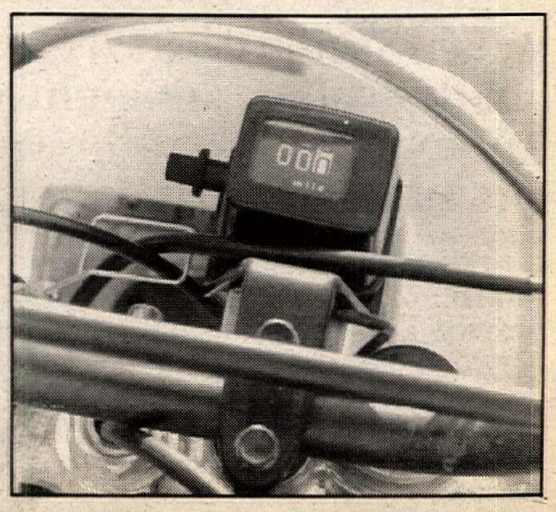
(Continued to page 19)







(Top left) The stock RMX comes with a sturdy plastic front disc brake guard. (Top center) Bolt-on case guards are found on both sides of the motorcycle. (Top right) The odometer on our test bike did not work because of this sharp bend in the odo cable near the drive unit. (Left) An aluminum alloy guard protects the rear disc brake. Also note the quick-change rear wheel assembly. (Right) The RMX has a mechanical read-out odometer.



Dennis Hawthorne (1) leads the start of the 125cc Expert class moto ahead of Brian McGary (461).

Honda-mounted Butch Smith (710) won both the 250cc Intermediate and Stock Intermediate classes.

GNC International Motocross Final

Hawthorne hauls in two wins at Lake Whitney

By Donald Mueller

LAKE WHITNEY, TX, MAR. 10-12

Dennis Hawthorne's five trips to the GNC International Motocross Final finally paid off as he captured his first, well-deserved wins in the 125 and 250cc Expert classes at the 13th running of the event at the Lake Whitney Cycle Ranch.

Tommy Clowers also took a pair of Expert class wins as he topped the Mini Expert 12-16 year-old and Mini Open classes. Joel Albrecht kept Clowers from sweeping the Mini Expert classes with a win in the Mini Stock Expert (12-16) class as Clowers slipped to sixth in the division.

The Honda, Kawasaki, Suzuki, Yamaha, Dunlop, Main Jet Trailers, PJ1 Oil and Scott USA-sponsored event attracted 1025 participants, and after the previous week's below-freezing conditions at Lake Whitney, GNC promoters Jerry and Liz Surber got a break and were blessed with good weather for the three days of competition. Despite the heat, no one complained about the clear skies and steady breezes that kept the track free of dust.

Racing began on Friday with Beginner class racing, then Saturday's activities kicked off with 30 divisions of racing. After more than 40 qualifying and consolation races, the final motos were run on Sunday.

One of the weekend's most impressive performances was undoubtably delivered by Lewisville, Texas' Hawthorne. The Kawasaki Team Green/Kawasaki City/Shoei/LCS/Answer/Portco/RK Chain/Jeff Long Graphics/Scott USA/Oury/O'Brien's/Silkolene/Gear/Dunlop/Works Performance-sponsored rider gave his sponsors their money's worth as he swept both the 125 and 250cc Expert classes.

"Three out of four holeshots didn't hurt," said Hawthorne.

Unwillingly helping Hawthorne look good in the 125cc Expert class were Texans Terry Tinney, who took home runner-up overall honors with a pair of thirds in the motos, and Grayson Goodman after a 2-5 score left him with third overall.

In the 250cc Expert class Roy Schellenberger from nearby Grapevine, Texas, rode his Kawasaki in what announcer Lynn Nickerson described as his best race in quite some time to second overall. Iowa's Chad Pederson out-performed Californian Phil Lawrence for third overall.

"The track was nice and rough," said Hawthorne, "and the suspension worked great. LCS did an outstanding job making my 125 run stronger than everyone else's."

As always, the Mini Expert class riders provided exciting racing. Texas rider Jeff Dement dominated the first Mini Expert (12-16) moto, losing the lead for only a short time to Californian Joel Albrecht. A fourth-lap disaster left Albrecht in fifth, where he finished behind Dement, Tommy Clowers, Timmy Ferry and Steve Olson.

Dement's luck didn't hold up in the final though as he never found an open door around fellow Kawasaki Team Green member Clowers. Pro Circuit/Hallman/Arai/Oakley/Trick/Maxima/Koller's Colors-sponsored Clowers took the overall win followed by Dement, while Albrecht finished third in the moto as well as in the overall standings.

DMC/Kawasaki/Smith/PVK/Answer-backed Albrecht fared much better in the Mini Stock Expert (12-16) class, leading every lap in both motos. Clowers led the start of the second moto but a first-lap crash handed Albrecht the lead. Albrecht fell later in the race but recovered before Dement could take advantage of the accident. Dement finished second overall with a 3-2 record for the event.

Clowers came back to edge out Albrecht and Dement for the first-place trophy in the Mini Open class. Olson kept the throttle open to beat out Ferry for fourth in the second moto, but Ferry held on to four overall when the scores were tallied.

In the Mini Junior (7-11) classes, Robbie Reynard won both the stock and modified divisions, and he also finished ninth in the Mini Open class.

In the first moto of the Teeny Mini (50cc) class, Oklahoma's Johnny Marley holeshot and led the first lap, but he went down on the second lap and ended up third behind Jerry Aleman and Tony Catalce.

Aleman led the entire final moto on Sunday, followed by six-year-old Marley and Justin Buckelew. Aleman took first overall in the class, Marley was second overall and Catalace took third with a fifth-place finish in the final moto. In addition to being the runner-up, Marley scored the bonus of seeing his proud dad sweat as he hauled the huge trophy home.

In the final moto of the 125cc Stock Intermediate class, Tim Hodes came out in front after a pileup in the first turn. Chasing the Killeen, Texas rider were New Mexico's Shawn Morga and Oregonian Jeff Daily, both on Yamahas. The top three held their positions for the whole race, but back in the pack there was some action as Arizona's Jimmy Button took fifth from Jody North on the second lap, then fourth from Jason Young on the penultimate lap. Although Button had beat Hodes

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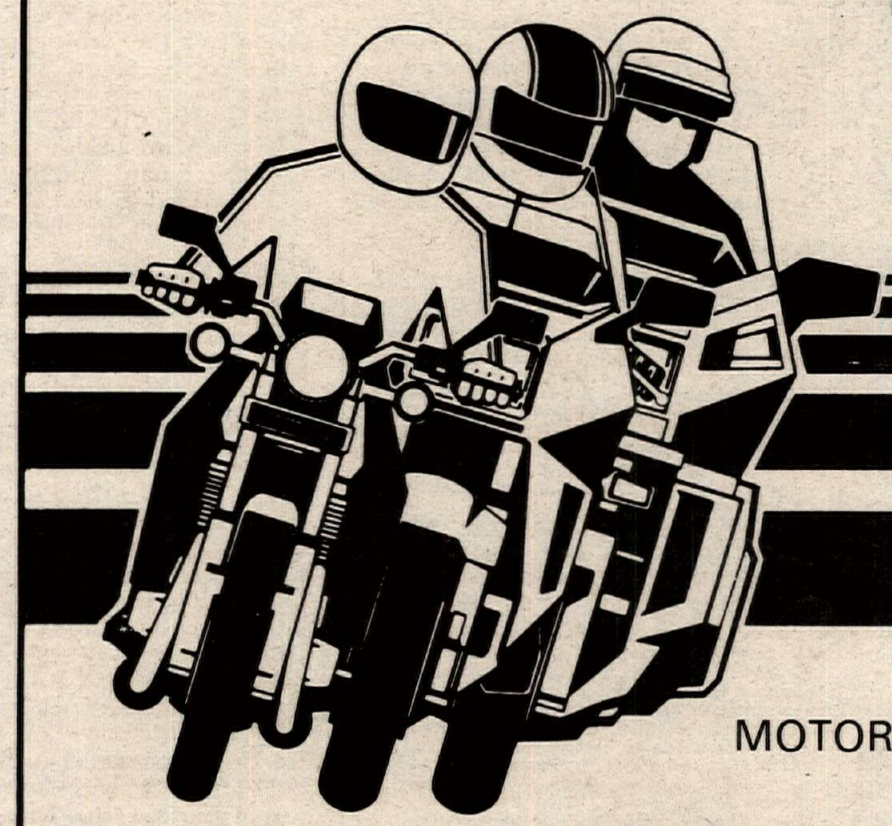

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Kawasaki rider Joel Albrecht captured the win in the Mini Stock Expert (12-16) class and took third in the Mini Open (7-16) division.

Texan Dennis Hawthorne claimed both the 125 and 250cc Expert class wins aboard Kawasakis. He dominated both classes.

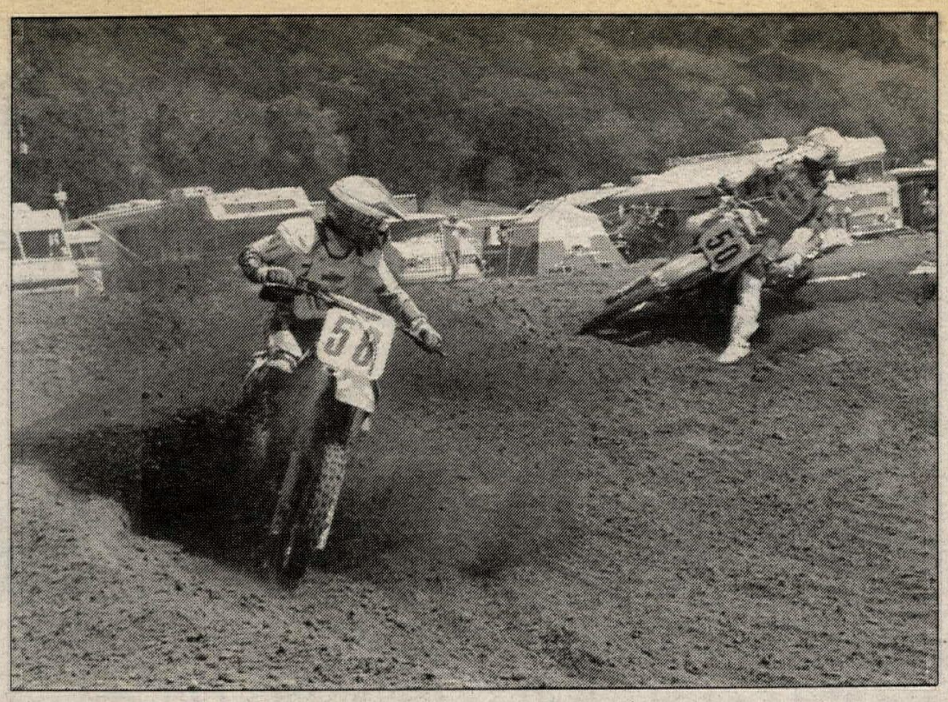
Jerry Aleman took the 50cc class victory on a Yamaha.

and Morga in the qualifying heat, he had to settle for fourth overall behind Hodes, Morga and Daily.

Hodes battled Jason Young and Californian Butch Smith in the 250cc Stock Intermediate class. Young led the opening lap of the first moto but soon lost the lead to Smith, who held it the rest of the race. After a poor start, Hodes fought his way to a second-place finish.

The second moto saw Smith and Hodes trading places in the lead seven times, but in the last turn a lapped rider kept Hodes from the victory, allowing Smith to swoop past him for the moto and the overall win. A fifth-place finish in the moto earned Young third overall behind Hodes.

One of the new awards this year was the Manufacturer's Cup, a trophy presented to the manufacturer with the most top five finishes in all the classes. With 61 riders in the top five, Kawasaki was awarded the trophy and Team Green's Jose Gonzales accepted for the company. According to promoter Jerry Surber, Suzuki went from one rider in the top five last year to 17 this year. ●



Tim Hodes (58) looks back over his shoulder and sees Jimmy Button (50) on the warpath. Hodes took the 125cc Stk. Intermediate class win.

Trey Sechler (446) leads John Rickel (41) and Trey Owens (75) at the start of the 125cc Novice class. Billy Felts was the winner.

Results

50: 1. Jerry Aleman (Yam); 2. Johnny Marley; 3. Tony Cataloe (Yam); 4.Mason Williams (Yam); 5. Justin Buckelow (Yam).

60 BEG: 1. John Hillman (Kaw); 2. Justin Buckelew (Kaw); 3.Jerry Aleman (Kaw).

60 JR: 1. Jacob Martin (Kaw); 2. Carter Schneider (Kaw); 3. Tim Roten, Jr. (Kaw); 4. Justin Buckelew (Kaw); 5. Steven Brown (Kaw).

60 SR: 1. Andy Bowyer (Kaw); 2. Brian Oestrick (Kaw); 3. Billy Gartman (Kaw); 4. John L. Hillman II (Kaw); 5. Clint Bowyer (Kaw).

85 BEG (7-11): 1. John Hillman (Kaw); 2. Jason Preston (Kaw); 3. Michael Curler (Hon).

85 BEG (12-15): 1. Joey Pratt (Kaw); 2. Ty Harris (Hon); 3. Travis Franklin (Kaw).

MINI JR: 1. Robbie Reynard (Kaw); 2. Brad Woolsey (Hon); 3. Shay Hanney (Hon); 4. Kevin Windham (Kaw); 5. Brian Oestrick (Kaw).

MINI NOV (12-16): 1. Greg Schnell (Kaw); 2. Jeremy Jarrett (Yam); 3. Steve Hengeveld (Kaw); 4. Heath Wallis (Kaw); 5. T. Crider (Kaw).

MINI INT (12-16): 1. Clifford Adoptante (Hon); 2. Brian Deegan (Kaw); 3. Lanny Cox II (KawO; 4. Tony Haynee (Yam); 5. Clint Latham (Kaw).

MINI EX (12-16): 1. Tommy Clowers (Kaw); 2. Jeff Dement (Kaw); 3. Joel Albrecht (Kaw); 4. Timmy Ferry (Hon); 5. Kevin Bloxom (Kaw).

MINI STK (7-11): 1. Robbie Reynard (Kaw); 2. Robbie Skaggs (Kaw); 3. Shay Ranney (Hon); 4. Kevin Windham (Kaw); 5. Chris Wheeler (Suz).

MINI STK NOV (12-16): 1. Greg Schnell (Kaw); 2. Heath Wallis (Kaw); 3. Jeremy Jarrett (Yam); 4. Kyle Jolley (Kaw); 5. Steve Hengeveld (Kaw).

MINI STK INT (12-16): 1. Doug Stone (Kaw); 2. Tony Haynes (Yam); 3. Doug Boyd (Kaww); 4. Brian Deegan (Kaw); 5. Clint Latham (Kaw).

MINI STK EX (12-16): 1. Joel Albrecht (Kaw); 2. Jeff Dement (Kaw); 3. Danny Ulven (Kaw); 4. Timmy Ferry (Hon); 5. Steve Olson (Hon).

MINI OPEN (7-16): 1. Tommy Clowers (Kaw); 2. Joel Albrecht (Kaw); 3. Jeff Dement (Kaww); 4. Timmy Ferry (Hon); 5. Steve Olson (Hon).

125 BEG: 1. Kyle Parks (Hon); 2. David Garner (Hon); 3. Donald Fox (Kaw).

125 STK NOV: 1. Sean Pagel (Suz); 2. Jaime Knox; 3. Jason Edwardsx (Kaw); 4. Stripling Smith (Yam); 5. Denton Hickey (Kaw).

125 STK INT: 1. Tim Hodes (Hon); 2. Shawa Morga (Yam); 3. Jeff Daily (Yam); 4. Jimmy Button (Hon); 5. Jason Young (Suz).

125 NOV: 1. Billy Felts (Kaw); 2. Troy Owens (Yam); 3. Jason Edwards (Kaw); 4.John Rickel (Suz); 5. Sean Pagel (Suz).

125 INT: 1. Jimmy Button (Hon); 2. Butch Smith (Hon); 3. Tim Hodes (Hon); 4. Jason Krempin (Hon); 5. Trevor Meagher (Yam).

125 EX: 1. Dennis Hawthorne (Kaw); 2. Terry Tinney (Suz); 3. Grayson Goodman (Yam); 4. Lance Small; 5. Brian McGary (Hon).

125 OPEN: 1. Jimmy Button (Hon); 2. Jason Young (Suz); 3. Shawn Jones (Suz); 4. Sean Pagel (Suz); 5. R.C. Dennett (Yam).

250 BEG: 1. John Meskey (Yam); 2. David Garner (Hon); 3. Michael Zwonitzer (Yam).

250 NOV: 1. Deral Hardy (Kaw); 2. Kevin Callahan (Kaw); 3. John Rickel (Suz); 4. Billy DePriest (Kaw); 5. Steven Knox (Yam).

250 INT: 1. Butch Smith (Hon); 2. Ryan Carlisle (Kaw); 3. Tip Hodes (Hon); 4. Jason Young (Suz); 5. Trevor Meagher (Yam).

250 EX: 1. Dennis Hawthorne (Kaw); 2. Roy Schellenberger (Kaw); 3. Chad Pederson (Yam); 4. Phil Lawrence (Yam); 5. Brett Shumate (Hon).

250 STK NOV: 1. Kevin Callahan (Kaw); 2. Mike Park (Hon); 3. John Rickel (Suz); 4. Jeff Schwirtz (Hon); 5. Fabio Bellesia (Hon).

250 STK INT: 1. Butch Smith (Hon); 2. Tim Hodes (Hon); 3. Jason Young (Suz); 4. Ryan Carlisle (Kaw); 5. Tim A. Portz (Kaw).

250 OPEN: 1. Jason Young (Suz); 2. Joe Benyak (Kaw); 3.Matt Harlan (Yam); 4. Brian Bibby (Suz); 5. Greg Brown (Hon).

OPEN: 1. David Mitchell (Hon); 2. Scott Slay (Kaw); 3. Mark Benson (Kaw); 4. Gary Tucker (ATK); 5. Ricky Lester (Hon).

OVER 25: 1. Jerry Surber Jr. (Yam); 2. Tim Portz (Kaw); 3. Greg Brown (Hon); 4. Joey Hardin (Suz); 5. Rob Riner (Kaw).

OVER 30 MSTR: 1. Johnny Adams (Hon); 2. Jeff Jones (Hon); 3. Greg Brown (Hon); 4. Ronnie Ray (Suz); 5. Mike Groce (Kaw).

OVER 30 INT: 1. Thomas Higdon (Hon); 2. Scott Logston; 3. Randy Johnson; 4. Chuck Wheeler (Yam); 5. Gregory Driewer (Hon).

OVER 30 NOV: 1. Ronnie Welch (Hon); 2. John Mitchell (Yam); 3. Ben Brown (Hon); 4. Lyle Schreck (Kaw); 5. Jeff Hards (Hon).

OVER 40: 1. Bill Denton (KTM); 2. Charles Magness (Yam); 3. Jimmy Redwins (Hon); 4. Darrell Bishop (Hon); 5. Jerry Morrison.

Suzuki RMX250

(Continued from page 15)

enough to protect your hands and fingers from bushes.

The odometer on our RMX didn't work because of poor cable routing near the drive unit. There's a sharp bend which prevents the inner cable from rotating. However, Suzuki informs us that the later model RMXs — the ones that will first hit the showroom floors — will come with straighter routing that should eliminate this problem.

Basic maintenance is simple with the air filter accessible after removing the seat, and the chain is easy to adjust with the snail-cam adjuster. Plus, for fast rear wheel removal, the quick-change rear wheel assembly does the trick.

Suzuki contingency

Along with the new RMX, Suzuki is offering an off-road contingency program at selective events, totalling a hefty $95,000 in Suzuki gift certificates. Suzuki's contingency program will be offered at all AMA National enduro, hare scrambles, hare and hound, ISDE qualifier and ISDE, SCORE off-road and Casey Folks' Best in the Desert Series events.

Here are some examples: A class win (AA, A, B, or C) in a National enduro, hare scrambles and hare and hound will pay out $300; second $200 and third $100, and winning a SCORE race in the 250cc Expert or Class 21 divisions will pay out $750; $500 for second and $250 for third. Pro classes in the Best in the Desert Series will be paid in cash.

And?

The wait for the RMX has been a long one, but well worth it. In stock form, the RMX will satisfy many riders, but the serious competitor will make some very simple changes to the motor to find lost horsepower, but that's about it. Everything else the off-road rider might want is already provided on the RMX.

The rest is up to your right wrist. ●

Suzuki RMX250

Engine type	Liquid-cooled, two-stroke, single
Bore x stroke	67.0 x 70.8mm
Displacement	249.6cc
Compression ratio	8.64:1
Carburetor	TMX38mm Mikuni
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	Suzuki "PEI"
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	#520 O-ring chain
Frame	Single downtube, split double cradle
Rake	27°
Trail	4.72 in.
Front suspension	Kayaba inverted telescopic fork
Fork tube diameter	41mm
Front wheel travel	12.2 in.
Rear suspension	Kayaba single shock, swingarm
Rear wheel travel	12.8 in.
Front brakes	Disc
Rear brakes	Disc
Front tire	80/100-21 Bridgestone
Rear tire	110/90-18 Bridgestone
Claimed wet weight	225 lbs
Overall length	86.0 in.
Overall width	35.0 in.
Overall height	49.4 in.
Wheelbase	58.6 in.
Fuel capacity	2.9 gal.
Ground clearance	14.4 in.
Seat height	38.0 in.
Retail price	$3899

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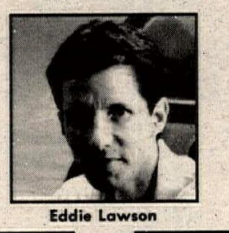
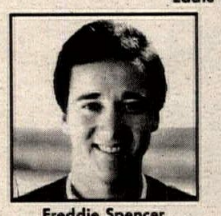

Eddie Lawson


Freddie Spencer

Wayne Gardner

Wayne Rainey

Ron Haslam

Bubba Shobert

Kevin Magee

Niall MacKenzie

Pier Francesco Chili

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The team of Randy Morales (shown) and Chuck Miller rode a Honda XR600 to the overall win at the SCORE Great Mojave 250.

The Ted Hunnicutt (shown)/Paul Krause team, riding a Kawasaki KX250, finished second overall and captured the 250cc class victory as well.

Morales/Miller capture Great Mojave 250 win

By Donnetta and Bob Murray

LUCERNE VALLEY, CA, MAR. 11

A perfect ride on their Honda XR600 earned the team of Randy Morales and Chuck Miller the overall win at the SCORE International 5th Annual Great Mojave 250.

It took almost four-and-a-half hours on the well-worn SCORE course before the pair was able to cross the finish line for the checkered flag.

The pre-dawn silence was broken by the charge of Danny LaPorte's Kawasaki. He was the first to leave the start line at 6:00 a.m., followed by remaining competitors at 15 second intervals in the order of Open bikes, 250cc bikes, Vet riders (over 30 years of age), 125cc bikes, Senior riders (over 40 years of age) and Super Senior riders (over 50 years of age).

It wasn't long in the race that the sun finally cleared the mountains, blinding some of the riders as they rode into the east across the valley. The only rider with a dust-free view was LaPorte who physically led the competitors through the first loop.

"It's a wide-open, choppy, fast and rough course," said LaPorte following his first loop. "I was out of the dust in the lead. I just rode around, came in and gave the bike to Larry (Roeseler), I didn't want to make any mistakes this early in the race."

Dust may not have been a factor for LaPorte, but it was for the rest of the riders. Miller was able to catch up to LaPorte 10 miles out into the first loop, but was forced to stay behind just out of LaPorte's dust.

"The road's getting worse," said Miller after his first ride. "I'm not looking forward to my next turn on the bike."

The course was typically rough by SCORE standards because of a week of pre-running by motorcycles and ATVs. They did have one blessing in that the cars and trucks were racing a completely separate course.

LaPorte turned over his KX500 to teammate Roeseler during a quick pit stop at the end of the first loop, but Roeseler was barely out of his pit when Miller came roaring into home check. He rapidly jumped off his bike allowing Morales to mount and be on his way immediately. Although the Honda riders were second into the pit area, they were leading the race by 29 seconds, based on time.

Kawasaki Team Green's Ted Hunnicutt had an uneventful, smooth lap on his KX250. His strategy was to ride at a good pace and "try not to hit anything and fall down." His strategy worked well as he was able to hand over the bike to his partner, Paul Krause, leading the 250cc riders and third overall.

Spectators at home check were surprised to see two Vet riders come storming in third and fourth place at the end of the first loop. Beating Yamaha-pilot Mike Sixbery by half-a-bike length and 15 seconds on adjusted time was Charlie Barney mounted on a Kawasaki KX500.

Sixbery had some problems in the dust when he hit an unseen rock and went crashing over the bars. That is when Barney first passed him, but the two were to battle it out through the remainer of the first loop.

"When we got to the dry lake, he was able to pull ahead of me on that 500," said Sixbery. "That's when I wished I had a 500."

Mark Vanscourt faced a rider's nightmare when he hit a spectator who had darted across his path as he was coming into home check. Although the spectator was not seriously hurt, he did cause some problems for Vanscourt's Kawasaki which was in second place in the 250cc class at that time. Vanscourt's partner, Joey Lane had some problems adjusting to the hand levers during the first part of the second loop and he was halfway around the course before things felt right again.

Rear brake problems during the first loop slowed Kawasaki-mounted Ron Shuler who was hoping his partner, Tom Willis, would be able to make up some time on their Open bike during the second pass over the course, since the problem was solved during pit time.

Kawasaki pilot Roger Hurd led the pack of 125cc bikes into pit row. With no bike problems, it was just gas and go for his teammate Bob Rieger.

Roeseler shot onto the course for his first round (second loop) with Morales in tow. As they crossed the valley, Roeseler took a line to the left while Morales chose a trail on the right which proved to be the fastest and Morales physically took the lead for the first time in the race. Roeseler had a chance to return the favor as Morales took a tumble down a ledge in a rocky section 30 miles out.

"I couldn't get my bike lifted back onto the trail or started," said Morales, whose team was sponsored by Renthal/American Honda/Scott USA/Hondaline/AXO/ICRT/Michelin/K&N/Sinisalo and Morales Construction. "Finally, I got it started and had a chance to pass Larry (Roeseler) once again."

Roeseler's bike was slowed at the time by a piece of dirt in the carburetor. It was not the only mechanical difficulty he was to face during the loop. His rear brake jammed and

came loose, causing a little down time in the desert and the loss of precious minutes.

Morales was first to complete the second loop and had another lightening fast change with Miller at the check point. Roeseler must have made up a little bit of his down time, as he was only a minute and eight seconds behind him.

Krause was visibly relieved to finish his loop intact. He is still healing from a serious accident that occured during the National Hare & Hound in February. In fact, he had stitches removed from his knee only four days before the Mojave 250 and had not mounted a bike since the accident until Thursday before the race.

"My goal today is just to stay on the bike," said Krause.

Early in the second loop, Barney tumbled down a rocky downhill tweaking his bike and ending the race for him and his partner, Dave Callaway, who never had a chance to ride in the race.

Sixbery's partner Jim Eveland was having problems of his own. He commented he had a spectacular get-off at 80 mph which resulted in a bent-up front end. He still was able to maintain the Vet lead, though, as he raced through the home check.

Willis had a great second loop, passing three competitors along the way. He was followed into home check by Vet riders Dan Dawson (teamed with Jeff Haase on a Yamaha) and Kawasaki's Ken Parry (paired with Greg Winters).

Rieger was first 125cc to enter pit row in spite of falling once in a whooped-out canyon.

"The bike landed on my head, but it was still running so I climbed back on and went," said Rieger.

Miller's perfect ride continued through the third loop. There were absolutely no problems and he was especially pleased with SCORE's placement and number of checkpoints. He finished the loop two minutes and five seconds ahead of LaPorte, who also had a smooth go.

Hunnicutt was not far behind the leading twosome and noted at the end of his turn of riding for the day that he had started passing ATVs.

"You have to be so careful going by them, they are so wide and make a lot of dust," said Hunnicutt.

Shuler powered his Open bike past Sixbery 20 miles into the third round of riding. Sixbery had lost first and second gear and was trying to hang onto his race.

"Winters made his big move for the Vet lead in the third round, gaining five minutes on Sixbery.

"It's getting real crazy out there," Winters said. "I just went as fast as I could go. I was going so fast the last 15 miles my head was jarring around and I couldn't see the road. It was brutal. There were some near misses, but no crashes. Kenny (Parry) just needs to go like crazy to win it."

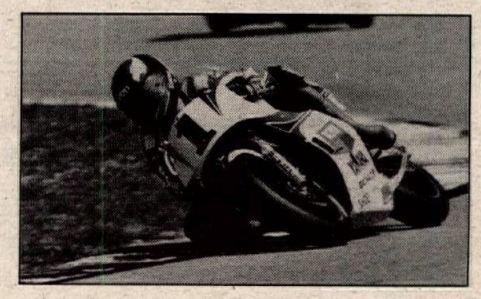
Slipping one rung down the ladder, but still in Vet contention, was Dawson. He was fighting the effects of his arms pumping up as he rode over the rough course at high speeds. Vanscourt finished his ride through the third loop still shaken over hitting the spectator and a couple of crashes had slowed him some.

Hurd turned over his 125cc bike to Rieger with a 15 minute lead over their next class competitor adding that Bob just needed to bring it in for a win.

Morales concentrated hard on the last loop, continuing his team's quest for a perfect ride. "I knew they were behind me and I kept telling myself, 'Push, push, push,'" Morales told *Cycle News* at the finish line.

DUNLOP

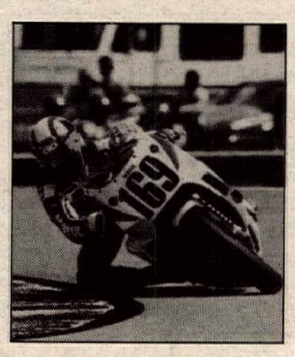
Dunlop and Kocinski set new track records at Daytona.



Every decade or so a rider comes along who rises head and shoulders above the rest. Kenny Roberts was that type of legendary rider.

Now Kenny and Team Viceroy are featuring another young rider who shows all the promise of a young Roberts. His name is John Kocinski and Dunlop is his choice.

At Daytona on March 12, John Kocinski took first place in the AMA Castrol 250cc race using Dunlop racing slicks on his Yamaha. In winning, John set a new lap and a new race record.



But Kocinski wasn't finished.

In the AMA 600cc Supersport Series, he took another first with a Dunlop K591(R)-equipped Yamaha FZR-600. Again, new lap and race records. A big Dunlop congratulations to John Kocinski.

Also, congratulations to all the Team Dunlop riders including John Moore, Mike Barnes, Rich Oliver and John Eidenberger on their victories during Bike Week '89.

Like John Kocinski and Team Dunlop, you're always a winner when you ride on Dunlop.

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After the dust settles

PJ1 RACE RESULTS

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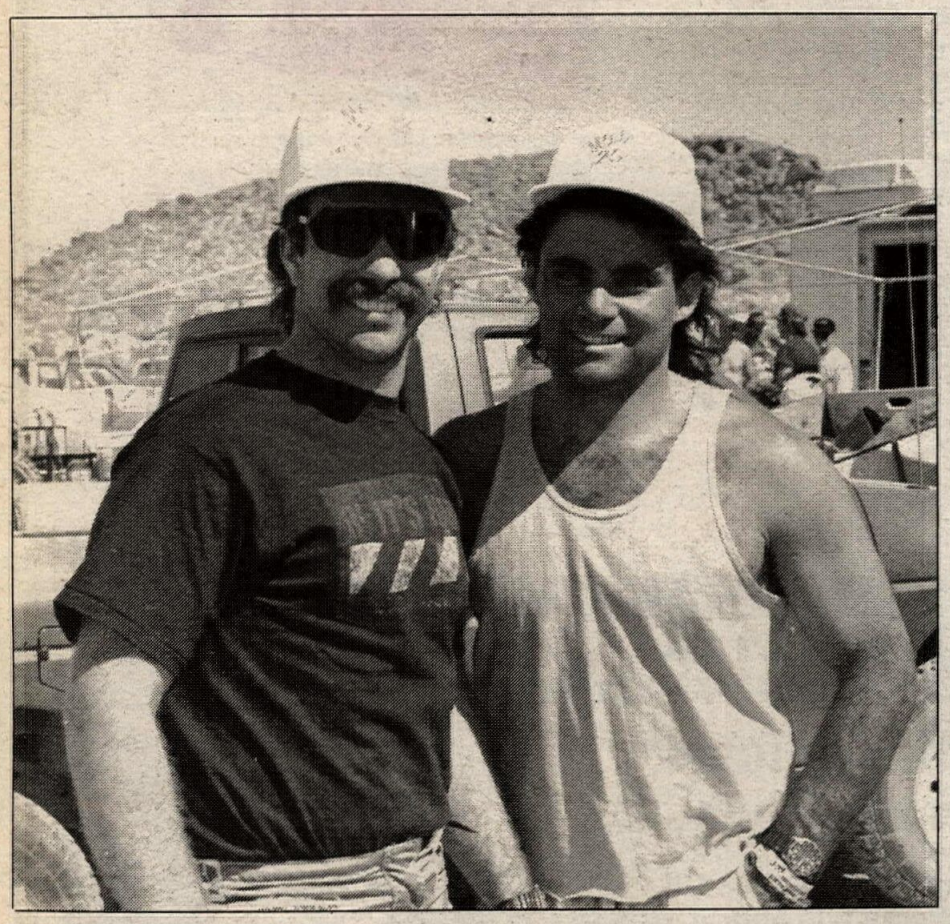
Larry Roeseler (shown) and Danny LaPorte finished fifth overall, despite Roeseler hitting his foot on a rock and breaking two toes.

Mark Vanscourt and Joey Lane (464) took second in the 250cc class, finishing eighth overall. Dan Ashcraft and Kurt Pfeiffer took third in class.



The winning duo — Miller (left) and Morales. The team finished the 200 mile race in just under four and a half hours.

"The bike was incredible. All we had to do was put gas in it. We would like to thank all our family and friends who pitted for us."

Halfway through the last loop, Krause passed Roeseler who was riding very slow and pointing at his foot. Roeseler had hit a rock.

Krause was joined by Hunnicutt at the finish line as the two celebrated winning the 250cc class and finishing second overall for the race with a tie of four hours, 32 minutes and 58 seconds.

"My biggest problem was just being able to ride fast," said the still injured Krause. "The bike worked good and the pits were great. It just feels good to ride and not fall over for the whole race."

Amazingly, third overall — and first Vet — went to Eveland and Sixbery. Eveland lost the fifth gear on his bike during the final loop, but was still able to continue the race with only third and fourth gears working.

Willis bolted into the finish chute fourth overall. Willis and Shuler were recorded as second Open bike to finish.

LaPorte anxiously waited at the finish line to find out what had happened to his partner. Roeseler cruised in fourth overall (although he was actually third over the finish line physically) and literally limped away from the bike with two broken toes.

"This will ruin my golf game," he said.

Haase overtook Parry on the fire road 15 miles from the finish and overcame running into a cactus to garner a sixth place finish for his team (Haase/Dawson). A hole in his clutch cover forced Parry to finish the race in third gear only, slowing him down and forcing the duo (Parry/Winters) to settle for seventh place overall.

Rounding out the top 10 overall finishers were Vanscourt/ Lance; Kurt Pfieffer and Dan Ashcraft, who had "one miserable day" filled with bike problems; and the winning 125cc team of Rieger and Hurd.

"Everything went good for me except for a flat which we changed in the dry lake," said the 17-year-old Rieger at the finish. "I was just trying to ride a real cool last lap."

Richard Jackson finished first Senior team along with his partner, John Etchart. The duo, mounted on a Honda XR600, were one minute behind David Kersting and Stephen Thompson at the end of the first loop but put on the heat and strolled into finish seven-and-a-half minutes ahead of their nearest competitors to take the win.

The Super Senior team of Charles Salmen and Al Guzman piloted their Honda to a victory in their class. ●

Results

O/A: 1. Randy Morales/Chuck Miller (Hon); 2. Ted Hunnicutt/Paul Krause (Kaw); 3. Mike Sixbery/Jim Eveland (Yam); 4. Ron Shuler/Tom Willis (Kaw); 5. Larry Roeseler/Dan LaPorte (Kaw); 6. Dan Dawson/Jeff Haase (Yam); 7. Ken Parry/Greg Winters (Kaw); 8. Mark Vanscourt/Joey Lane (Kaw); 9. Kurt Pfeiffer/Dan Ashcraft (Yam); 10. Bob Rieger/Roger Hurd (Kaw).

OPEN: 1. Randy Morale/Chuck Miller (Hon); 2. Ron Shuler/Tom Willis (Kaw); 3. Larry Roeseler/Danny LaPorte (Kaw); 4. Chris Hodges/Jim Thomas (Hus).

250: 1. Ted Hunnicutt/Paul Krause (Kaw); 2. Mark Vanscourt/Joey Lane (Kaw); 3. Kurt Pfeiffer/Dan Ashcraft (Yam); 4. Steve Kirk Jr./Eric Gunther (Yam); 5. Scott Engel/Phillip Means (Yam).

125: 1. Bob Rieger/Roger Hurd (Kaw); 2. Dale Wentworth/Jeff Martinez (Kaw); 3. John Braasch/Ron Jennings (Yam).

VET: 1. Mike Sixbery/Jim Eveland (Yam); 2. Dan Dawson/Jeff Haase (Yam); 3. Ken Parry/Greg Winters (Kaw); 4. Scott Anderson/Michael Burke (Yam); 5. Mike McDonald/Clarke Coleman (Hon).

SR: 1. Richard Jackson/John Etchart (Hon); 2. Ron Gray/Mike Harper (Hus); 3. Stephen Thompson/Dave Kersting (Kaw).

S/SR: 1. Charles Salmen/Al Guzman (Hon); 2. Himey Means/Bob Thompson (Hon).

Funds provided for California's Hungry Valley OHV area

By Mike Bishop

GLENDALE, CA, MAR. 16-17

The California Off Highway Motor Vehicle Recreation Commission met in Glendale and released news of special interest to Los Angeles and Bakersfield area riders. The commission announced that $800,000 had been allocated for preliminary plans, working drawings and preliminary site preparation of an off-road racing and exhibit area in Hungry Valley's Quail Canyon.

Former Assemblyman Bob Hayes said, "It's about time we finally have some cooperation between the Department of Parks and Recreation and the 51st District Agricultural Association. I was instrumental in passing the enabling legislation 12 years ago, and I am very happy to see some progress."

Hayes was referring to a bill that allowed the Agricultural Association funding and land to put on a 10-day OHV Fair each year. The fair will feature motocross, mud bog racing, sand drags and an exhibition area. Agricultural Association spokesman Ted Nauman said, "We anticipate up to 18,000 people each day and a total of 50,000 for the first event."

The commission was told about a plan to allow permitted OHV use in Anza Borrego once again. Director Henry Agonia is forced to come up with a permit program because there is pending legislation that will require him to do so. Cecil Green's SB603 calls for a process to be in place by 1991.

News of a volunteer handbook was brought out in the deputy director's report. One attendee commented, "First it was liability insurance on your ATV, then it was wait for a volunteer coordinator to be hired, and now it's wait for a volunteer handbook. Why can't the State get its act together like the BLM and the Forest Service?"

It was also revealed that both Porterville and San Bernardino have received OHV funding and aren't providing OHV enthusiasts non-racing opportunities. The commission asked staff to start legal action to have the two either refund the funding money or expand the use to include casual riding.

In 1983 the commission allocated $2 million for the Frank Raines project in Stanislaus County. The county is now in danger of losing the funds due to reversion back to the State if a resolution reapplying for support is not received by July 1. Riders in the Central Valley who use the Frank Raines area are urged to light a fire under their board of supervisors.

San Diego's Otay Mesa OHV Park is getting a second chance as it appears the property owner is ready to deal. San Diego County users have a great deal of support in Supervisor Bilbray who has worked hard to get this project resurrected.

Work on acquiring the Rough Acres Ranch in east San Diego County is progressing forward. If acquired, the ranch would significantly enlarge the McLain Valley OHV Area. Property purchases take a long time due to the checks and balances factored into the bureaucracy and most property is lost to other buyers because the sellers can realize instant payment.

The commission voted to oppose

(Continued to page 25)

WHAT A WAY TO START THE YEAR!

1. **AMA/Camel Supercross Series, Round 6, Atlanta, GA**
   250cc Final:
   1st — Jeff Stanton
   5th — Guy Cooper
   125cc Final:
   2nd — Ty Davis
   3rd — Mike Kiedrowski
   5th — Carl Vaillancourt
2. **AMA Nat'l Championship Motocross Series, Round 1, Gainesville, FL**
   250cc:
   2nd — Jeff Stanton
   125cc:
   1st — Mike Kiedrowski

   WERA 6-Hour Endurance Series, Round 1, Talladega, AL
   Heavyweight Superbike (and Overall Winner):
   Team Suzuki
3. **AMA Camel Supercross Series, Daytona Beach, FL**
   250cc:
   1st — Jeff Stanton
   125cc:
   2nd — Mike Kiedrowski
4. **AMA/CCS Yokohama 750cc Supersport Series, Daytona Beach, FL**
   1st — Jamie James
   3rd — Mike Harth
   4th — Doug Chandler
   5th — Cam Roos
5. **AMA Superbike 200 by ARAI, Daytona Beach, FL**
   2nd — Jamie James
   3rd — Kevin Rentzell
   5th — Mike Harth
6. **AMA Castrol 250cc Grand Prix, Daytona Beach, FL**
   2nd — Richard Oliver
   5th — Daniel Coe
7. **AMA Pro Twins G.P., Daytona Beach, FL**
   2nd — Paul Lewis
   3rd — James Adamo
8. **AMA Grand Nat'l Championship Short Track, Round 1, Daytona Beach, FL**
   2nd — Chris Carr
9. **AMA 600cc Nat'l Championship Dirt Track Series, Round 1, Short Track, Daytona Beach, FL**
   2nd — Chris Carr
10. **Camel Challenge, Daytona Beach, FL**
    1st — Chris Carr
11. **AMA Nat'l Championship Enduro Series, Round 1, Quicksilver National, Clear Creek, CA**
    1st O/A — Randy Hawkins
    2nd O/A — Kevin Hines
    3rd O/A — Larry Roeseler
    4th O/A — Dave Bertram
12. **AMA Nat'l Championship Hare Scrambles Series, Round 1, Cowpuncher Nat'l**
    O/A A, 1st — Larry Roeseler
    O/A A, 2nd — Ron Naylor
13. **AMA Nat'l Championship Hare & Hound Series, Round 2, "Moose Run Nat'l"**
    1st — Larry Roeseler

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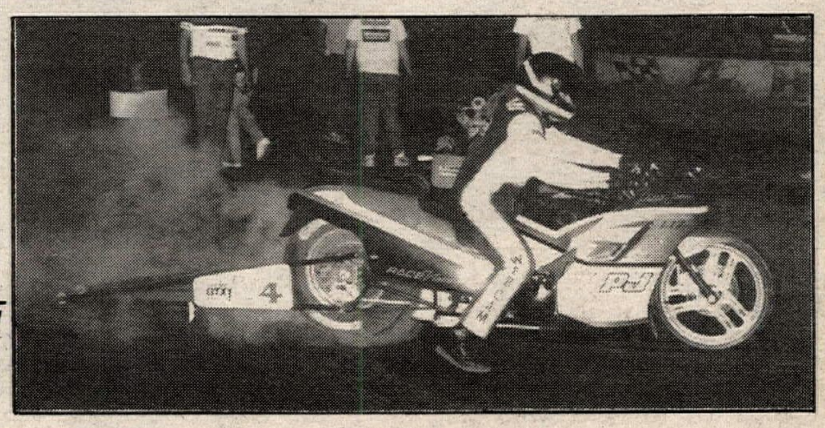

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new products

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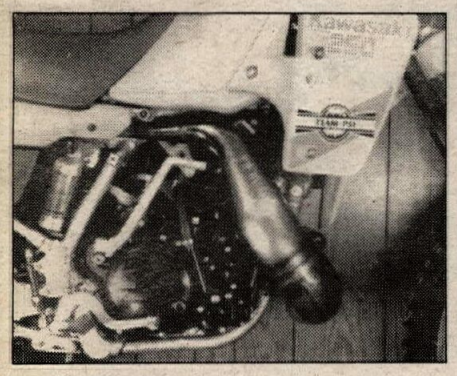
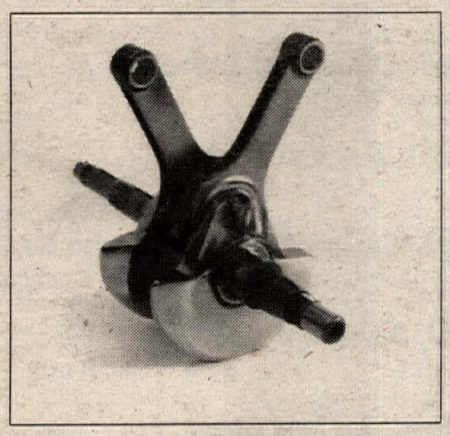


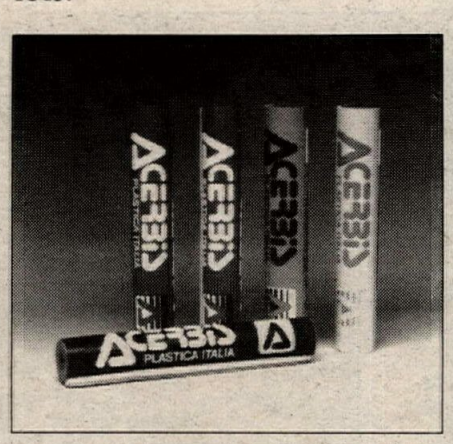
PSI pipes for all 1989 Kawasaki motocrossers are claimed to give the widest possible power spread and are used by Kawasaki off-road riders Paul Krause and Grant Palenske. Available through your local dealer for $149.00, or contact PSI, Dept. CN, Route 2, Box 309, Wild Rose, WI 54984, 414/787-2430.

SuperTrapp's exhaust system for the Harley-Davidson FXRT is available in either a highly polished or satin finish and fits all Evolution FXRTs as well as FXR models requiring a low exit to clear saddlebags. Horsepower and sound level can also be adjusted. Suggested retail prices start at $269.95. For more information see your local dealer or contact Super-Trapp, Dept. CN, 3910 Seaport Blvd., West Sacramento, CA 95691, 916/372-5000.



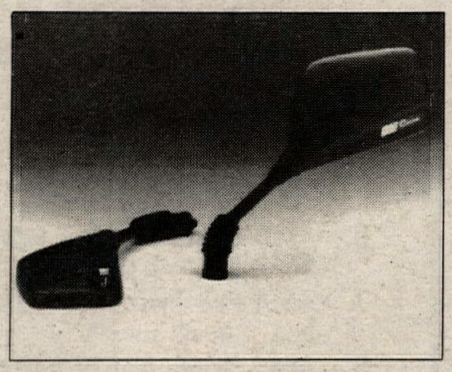
Fast by Ferracci's FBF Race Series Stroked Supercrank for the Ducati Paso is a high-performance 64mm stroker crank complemented by precise balancing, knife-edge machining and a lustrous polish finish. Available for $575.00, excluding connecting rods, from Fast by Ferracci, Dept. CN, 1641 Easton Rd., Willow Grove, PA 19090, 215/657-3832.

The H20 Helmet Visor from Uncle Moon Designs holds 10 ounces of liquid and feeds it into your mouth upon demand through a clip-on siphon tube. Price is $29.95. For further information see your local dealer or contact Uncle Moon Designs, Dept. CN, P.O. Box 2089, Redondo Beach, CA 90278, 213/533-1849.



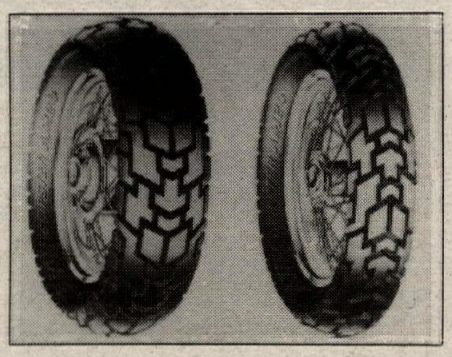
Acerbis' foam crossbar pads feature a raised logo cover in black, blue, yellow, orange, red and white and are available at your local dealer for a suggested retail price of $15.38. For more information contact Acerbis Plastica USA, Dept. CN, 10911-H Wheatlands Ave., Santee, CA 92071, 619/562-1440.

The Super Stand from Hindle Racing is designed to lift all types of motorcycles for wheel changing or regular maintenance work. The stand, which is constructed of aluminium and steel, can be used on swingarms or under the center of the chassis. Price is $149.00. For further information see your local dealer or contact Hindle Racing Products, Dept. CN, 110 Heale Ave., Scarborough, Ontario, Canada M1N 3Y1, 416/267-0609.



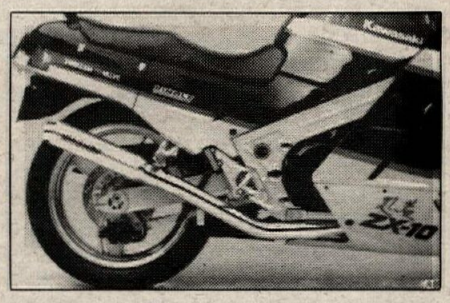
Napolean offers a wide variety of mirrors for scooters to full-dressed street bikes with prices starting at $13.45. For additional information contact your local dealer or FTM & Associates, Dept. CN, 12340 Rancho Encintas Dr., Encinitas, CA 92024, 756-9461.

Maier Mfg.'s universal radiator scoop stickers are made of 12 mill vinyl with a high-gloss finish. Available for Suzuki RM, Yamaha YZ, Kawasaki KX and Honda CR motocrossers from your local dealer with prices ranging from $4.53 to $7.04. For more information contact Maier Mfg., Dept. CN, 12435 Loma Rica Dr., Grass Valley, CA 95945, 916/272-9036.

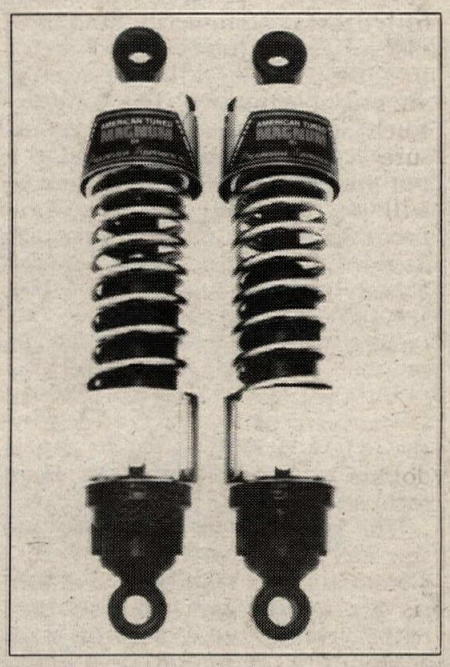


The AM24 Gripster from Avon Tires, Ltd. is designed for Enduro-Tourer and Paris-Dakar replicas. The Gripster's computer optimized carcass is constructed of two-ply, tear-resistant nylon and features a self-cleaning, arrow-head tread pattern which is uni-directional. Prices start at $56.00. For more information contact Avon Tires, Ltd., c/o Hoppe & Associates, Inc., Dept. CN, 407 Howell Way, Edmonds, WA 98020, 800/624-7470.

Bel-Ray's CTG fork oil is specially formulated for cartridge-type forks and comes in two viscosities, light and very light, for $6.95 a quart. For more information see your local dealer or contact Bel-Ray Co., Inc., Dept. CN, 10015 Muirlands Blvd., Irvine, CA 92718, 714/859-0933.



The 4-into-2-into-1 Kawasaki ZX-10 exhaust system from Hindle comes complete with quick-detach spring mounts and fits without modification to the faring. Hindle offers the system in two different models, street or racing, which retains complete access to oil drain and filter. Price is $659.00. For more information contact Fornarelli Racing, Dept. CN, 1640 N. 21st Ave., Melrose Park, IL 60160, 312/344-9529.



Progressive Suspension's 11.5" American Tuned Magnum shock for Harley-Davidsons is built with double-wall construction with six-stage automatically controlled damping and is claimed to safely provide a lower ride height. Other features include heat-treated hard-chrome shaft, long-life seal, fade-resistant oil and chrome springs. Available for $189.95 from your dealer, or contact Progressive Suspension, Dept. CN, 11129 G Ave., Hesperia, CA 92345, 619/948-4012. ●

OHV

(Continued from page 23)

AB1479 which would exempt peace officers from wearing helmets when operating ATVs. Current law in California requires everyone to wear a helmet when riding an ATV.

A controversy over how the state training organization license could be obtained was the over-riding theme of the safety grant awards. The Foundation for Off-Road Vehicle Safety (FORVS) will receive $100,000 for developing the instructor criteria and $15,000 for a snowmobile program. The Motorcycle OHV Safety Association won $79,000 for production of a video to go along with the mandatory under-18 training and $20,000 for an OHV motorcycle program. The commission recommendation will now go back to the director for his approval.

In public comment, Jerry Counts responded to the second quarter report from the rangers at Anza Borrego. Counts said, "The ranger who produced this should be fired! He walks into a backpacker camp and asks them what they think of the park now that OHVs are banned. Real scientific! Why didn't he go to the OHV area and ask them? Even his own statistics show no decrease in OHV citations during the last four years, during two of which OHVs were banned. What this shows is the law abiding riders are staying out and the same law breakers we had five years ago are still using the park."

The division's new soil and plant biologist, Roy Woodward, briefed the commission on SB877 regarding OHV soil loss standards. When the OHV program was up for renewal two years ago, the Sierra Club managed to get some significant changes chaptered into law, the most controversial being the soil loss standard. All federal grant recipients and State Vehicular Recreation Areas must close down all areas that can't be rehabilitated to their natural condition when OHV use ceases. Confused? You're not alone! At its extreme the soil loss standards could close all OHV areas of significant grade angle, like Hungry Valley's hillclimbs. Woodward explained that he wanted to develop a soil loss standard that would "be approved by an soil scientist." CORVA's Steve Kuehl voiced concern over the "closure versus management" issue. If not watched closely, this standard will put the brakes on our whole program. Could this be what the Sierra Club planned? The club is already working with OHV staff to set up the standard. Kind of like getting the fox to watch the hen house!

The commission voted to fund the Department of Fish and Game and the BLM over one-half million dollars to help preserve the desert tortoise.

The last item on the agenda was the election of officers. Because Commissioners Waldheim and Morris are serving even though their terms have expired, Waldheim made a motion to postpone the election until the spots were filled. In a surprise move, the motion failed. A further surprise came when Sierra Club representatives McGuigan and Sutton nominated Betty Morris for vice chair and John Motley for chairman. The votes were counted and they were elected. A stunned observer said, "Chappie (Chairman Gene Chappie) was great. They just elected a commissioner with an expired term for vice chair and the least productive member as chairman." •

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Berkeley, CA 94710
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Buena Park
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Buena Park, CA 90621
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Burbank
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1801 W. Burbank Blvd.
Burbank, CA 91506
818/845-8738

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International Motorcycle
7233 Canoga Ave.
Canoga Park, CA 91303
818/346-3700

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Clovis Honda Fresno Yamaha
727 Clovis Ave.
Clovis, CA 93612
209/299-2511

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Concord, CA 94520
415/798-2580

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1111 E. 6th St.
Corona, CA 91720
714/735-7721

Cucamonga
Yamaha of Cucamonga
9760 Foothill Blvd.
Cucamonga, CA 91730
714/987-2411

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Daly City Yamaha
6232 Mission St.
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Davis, CA 95616
916/753-3466

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John Burr Cycles
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Fontana, CA 92335
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Garden Grove, CA 92643
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Gilroy Motorcycle Center
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Gilroy, CA 95020
408/842-9955

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Yamaha of Goleta
340 Pine Ave.
Goleta, CA 93017
805/964-7714

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Hanford Suzuki Yamaha
101 South 11th Ave.
Hanford, CA 93230
209/582-6716

Hayward
Hayward Yamaha/Suzuki
27185 Mission Blvd.
Hayward, CA 94544
415/537-7014

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19721 Beach Blvd.
Huntington Beach, CA 92648
714/549-9086

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LaHabra, CA 90631
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415/449-7121

Lodi
Wright Motors
214 N. Sacramento St.
Lodi, CA 95240
209/368-1139

Lomita
T&O Yamaha
24020 Narbonne Ave.
Lomita, CA 90717
213/534-2311

Lompoc
Motorcycle City
307 W. Ocean Ave.
Lompoc, CA 93436
805/736-7777

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Long Beach Yamaha
4001 E. Anaheim St.
Long Beach, CA 90804
213/498-6578

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Hollywood Yamaha
1339 N. Highland Ave.
Los Angeles, CA 90028
213/466-8451

Los Angeles
Ted Evans Motorcycles
13347 W. Washington Blvd.
Los Angeles, CA 90066
213/306-7906

Manteca
Malott's Honda Yamaha
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Modesto, CA 95354
209/527-5603

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National City, CA 92050
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11195 - 1 Central Ave.
Ontario, CA 91762
714/628-4748

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2900 E. Colorado Blvd.
Pasadena, CA 91107
818/795-4120

Pico Rivera
Yamaha Motorsports
8423 Rosemead Blvd.
Pico Rivera, CA 90660
213/861-4139

Redlands
Yamaha of Redlands
501 W. Redlands Blvd.
Redlands, CA 92373
714/793-2473

Richmond
Richmond Yamaha
12669 San Pablo Ave.
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Sacramento
P.C.P. Yamaha/Suzuki
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Sacramento, CA 95822
916/428-4040

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330 Kings St.
Salinas, CA 93901
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4455 El Cajon Blvd.
San Diego, CA 92115
619/284-0411

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799 Van Ness Ave.
San Francisco, CA 94102
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San Jose, CA 95112
408/287-2946

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521 E. 5th
San Mateo, CA 94402
415/348-7100

San Rafael
San Rafael
933 Francisco Blvd.
San Rafael, CA 94901
415/456-0335

Santa Rosa
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Santa Rosa, CA 95401
707/545-1672

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Seaside, CA 93955
408/899-2401

Thousand Oaks
Thousand Oaks Yam-Kaw
2388 Thousand Oaks Blvd.
Thousand Oaks, CA 91360
805/497-3765

Tujunga
Foothill Yamaha-Kawasaki
7139 Foothill Blvd.
Tujunga, CA 91042
818/352-3277

Vallejo
R&J Cycles
510 Couch
Vallejo, CA 94590
707/643-2548

Ventura
Kawasaki-Yamaha of Ventura
3029 E. Main St.
Ventura, CA 93003
805/653-5884

COLORADO

Boulder
Boulder Yamaha
2715 Spruce St.
Boulder, CO 80302
303/447-9559

Denver
Vickery Motorsports
2231 S. Parker Rd.
Denver, CO 80231
303/755-4387

NEVADA

Sparks
Martini Yamaha
905 S. Rock Blvd.
Sparks, NV 89431
702/359-7117

NEW MEXICO

Deming
Deming Cycle Center
820 E. Spruce
Deming, NM 88030
505/546-2193

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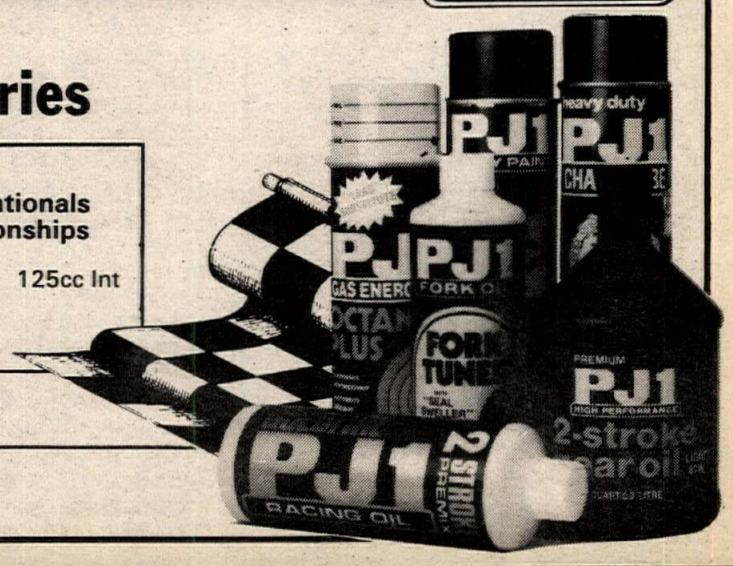

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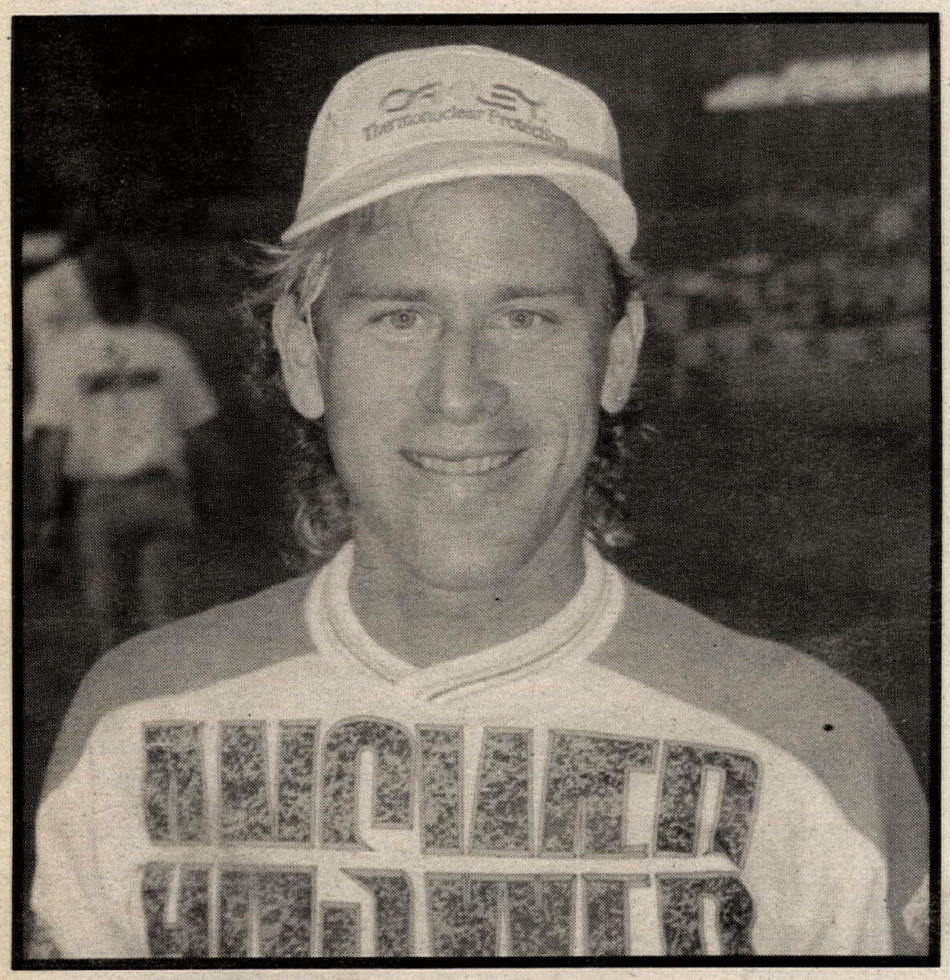
Johnny O'Mara: O'Show or No Show in 1989?



By Tom Mueller

Johnny O'Mara is, by motocross standards, getting old. He'll turn 27 this season and professional racing injuries — both physical and mental — are taking their toll. O'Mara is currently riding on the last year of a three-year, $1 million deal with Suzuki, and it's a "perform now or we'll see you later" situation for the 1983 125cc National Outdoor and 1984 Supercross Champion.

Riding while injured through most of 1987 and '88, O'Mara was relegated to "has been" status by many, often posting no better than eighth place finishes. But at the start of this season, after a much needed rest during the off-season, O'Mara lit up with flashes of his former brilliance. He led 12 laps of the Anaheim Supercross opener before his Suzuki's steering assembly snapped, and then came back by leading 14 laps before finishing an eventual second in Seattle. Supercross fans had renewed hope that O'Mara might be the rider who could break Rick Johnson's stranglehold on the sport.

Johnny O'Mara, his career, and the events which have occurred to date weave an interesting tale. I first met O'Mara after he won the 1980 125cc U.S. GP in Ohio. O'Mara was riding for desert ace and entrepreneur Al Baker, on the Honda-adapted prototype called Mugen. It rained forever that day, and Johnny's smacking-white Mugen outfit was almost instantly covered in an inch of mud. Mid-Ohio's winner's circle produced one of the best photos I ever brought back to the *Cycle News* offices: A worn out teenager, long hair in clumps, feebly waving a small American flag, with white teeth showing out of the blackened surface that resembled a face.

Johnny's first big win set the stage for a ride with Honda, and his affiliation with Al Baker was also of consequence. It was Baker who would advise O'Mara throughout his pro career, helping him with carefully placed real estate investments that now have O'Mara off the hook financially for the rest of his life.

While O'Mara was getting in the groove at Honda, a major influence came his way. Roger DeCoster brought David Bailey aboard Team Honda in 1982, and the chemistry between Johnny and David was there from the start. The two bonded their lifestyles. In the following years both would be trend-setters in the motocross industry, setting new standards for training, preparation, riding styles and the philosophy of winning.

Championships were challenged and conquered by O'Mara and Bailey in the coming seasons, but near the end of 1986, times drastically changed. That's where the elements of this story unfold, at the Motocross des Nations in Italy that year.

Animosity towards Rick Johnson by O'Mara and Bailey was beginning to climb. Both felt that Honda was giving the new superstar preferential treatment, and it wasn't sitting well.

"There's Rick Johnson and then there's the rest of Team Honda," quipped Bailey one morning at breakfast in Italy in 1986, while Johnson sat a few tables away with Honda team manager Dave Arnold and DeCoster. "What Rick wants Rick gets, and we're left to pick up the pieces."

Though Bailey was unhappy, he was still under contract. It was O'Mara who was up in the air, left hanging in late season without a ride — or at least it seemed that way.

"Man, don't ask me. Why don't you ask Dave what Honda's going to do? What do ya say, Dave?" snapped O'Mara at dinner a few nights later. I had asked O'Mara what was happening with his contract for 1987, and it was one of the few times I had seen him show real emotion in the six years we'd known each other. As it was later disclosed, O'Mara had already signed a deal with Suzuki, but his bitterness was evident. Honda was home, and O'Mara had been asked to close the door on his way out.

"I just wanted to put it in their face that weekend," recalled O'Mara. "I had a lot of development work in Honda's motorcycles, and though we had ups and downs, I felt I could finish my career with them. They started to talk about cutting my salary, and that was when I went to Suzuki.

"I had to secure my career with a three-year deal, because they're almost impossible to get if you're not winning like Rick Johnson. I proved that I still had it with my ride in the Motocross des Nations that year (O'Mara placed third overall on a 125, and passed Dave Thorpe, who was riding a works 500 Honda). That's the way the sport is, you have to perform to get attention."

"It was the start of the 'all we need is Rick' period at Honda," recalled Bailey. "Johnny was a tight number three rider, always there if Rick or I fell, but that wasn't good enough. If you didn't have a championship, you were out."

According to Dave Arnold at Honda, it wasn't Johnny's on-track performance, but rather his off-track obligations to Honda that decided the issue. "That was a time when the sales department at Honda was much more active in getting our riders to do personal appearances. David and Johnny missed an appearance they had scheduled at a Honda dealership in Atlanta (in 1985)," said Arnold. "The appearance had been advertised in advance, and the dealer had spent almost $15,000. The dealership ended up suing Honda for the difference, and Honda had to pay for it.

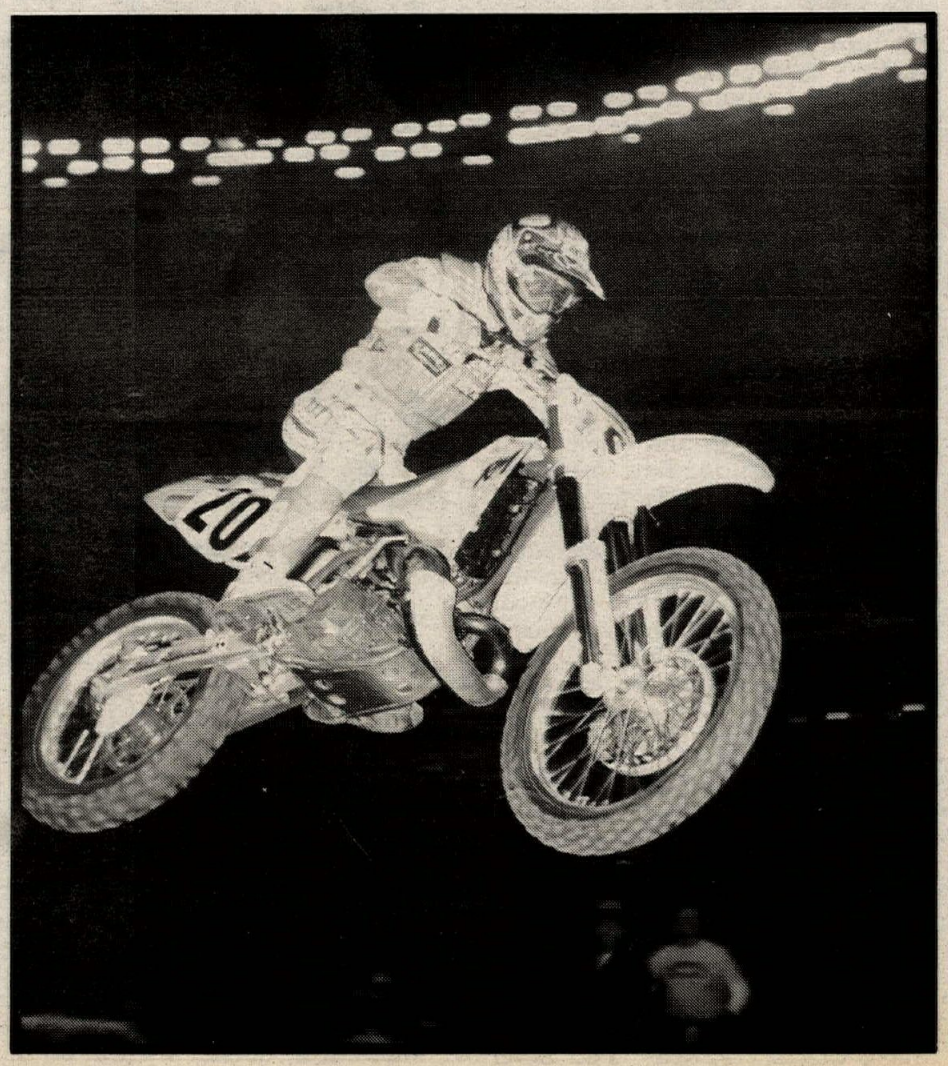
"Management was down on all of us, and Johnny seemed to be making an effort, but then they (Bailey and O'Mara) both did the same thing, at the same dealership, the following year. That was the straw that broke the camel's back. The sales rep looked bad, Honda looked bad, and it was then that Honda said they wouldn't stop O'Mara from racing out his contract, but that was it."

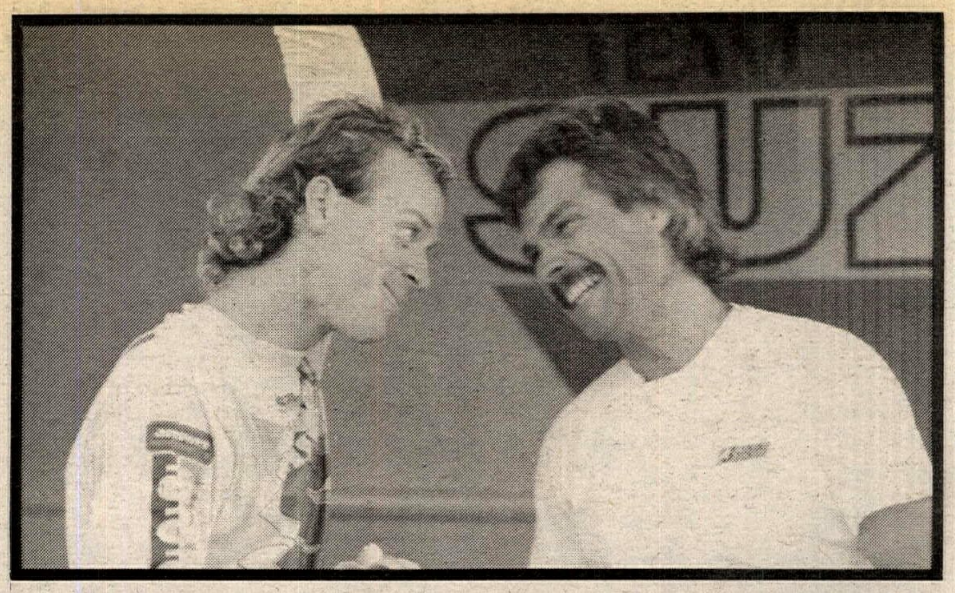
"It was the guys we never saw, the ones who signed our checks, who got upset," said O'Mara. "One of those times I got delayed at the airport, and wasn't going to drive a hundred miles across a town I didn't know. It's hard to accommodate everyone. It's a seven day a week job.

"I don't regret what happened. If it's that big of a deal, the guy who owns the dealership should be at the airport to take us to the shop. We don't always have the exact directions, so I blew it off. I think I blew off two of 'em that year. They wanted us to drive 80 miles across town to 'Hickville' when we had testing to do the same day. Which one is most important? A rider's first instinct is to ride, because you need that confidence to win. It was always a controversial issue, but they have their opinion and I have mine."

After the parting of ways, O'Mara was ready to get on with racing, straddling a screaming RM, but one tragedy after another tore away at his spirit. Johnny's father was killed in a traffic accident. A lifelong friend was killed in a sprint car racing accident. Johnny took a terrible fall on his bicycle, and sheared a lot of

Johnny O'Mara is reaching for the top and has had several strong rides in the Camel Supercross Series, including a close second at Houston.





For eight years Jim Felt has been O'Mara's mechanic, and he's so important to O'Mara that he subsidizes half of Felt's yearly salary.

skin off his face, arms and legs. Then another forceful blow was struck: David Bailey was paralyzed from the chest down while practicing at a local race in California on January 11, 1987.

"You can't imagine how much I missed being at the races with David," said O'Mara. "My life is different without David. We had such a great combination of training and riding together. Racing is still the same, but it will never be as much fun without him. I miss the guy like he was my wife. We were such a team. That's the biggest drawback about motocross, is not having David. I know his heart is always out there for me, and I think about him a lot, but until I'm done racing we won't have much time together.

"We both love Nevada, up near Tahoe, so we're both hoping to end up there. We'll talk about the old times — the fun times — things we can always share. A lot of people aren't fortunate enough to have the memories we do. Right now I have to race, and David can't give up. When I retire he'll be on his feet, and we'll be able to do some more things and make more good times."

David Bailey has retained his hopes of walking again, yet each day offers restrictions that tax his will to succeed. The mental focus that took him to three National championships is still evident, but the rationale to push ahead is sometimes weak.

A condo in Key Biscayne, Florida, is currently "home" to David, his wife Gina, and son Shaun. He is currently undergoing rehabilitation at the Miami Institute, a highly progressive center for paralyzed athletes and other unique patients. Though some may consider it the next closest thing to heaven, southern Florida hasn't totally impressed Bailey.

"Sure, it's great, but not when I have to sit in this chair and watch everyone else run, bicycle and swim," explained David over dinner at a local Italian eatery. True to Bailey form, he insisted we "roll" to the restaurant, a four-block jaunt from his condo. Though he's currently relegated to a wheelchair, Bailey has adapted to the fullest point possible.

Johnny O'Mara is one of Bailey's favorite subjects, as many of his fondest memories center around his years at Honda when O'Mara was present. "We'd do anything to get in some training," said David. "When we lived in Simi (Valley, California) there was a public golf course three miles from the house. We'd put a few clubs in our bags, and run all the way there! When a guy missed a putt he was supposed to do push-ups, but we always did them together anyway. You never wanted the other guy to get too far ahead.

"The thing that really matters about Johnny is that his personality has never changed. He's always been the same guy, through his entire career. He may seem quiet and introverted, but there are things that bother him. I remember when the radio ads for Supercross weren't including his name anymore. He didn't say anything, but I know it hurt.

"Johnny has had more problems than anyone even knows. In '88, he was getting injections under his knee so he could ride, and the pain was so bad he almost got addicted to Valium. He'll do whatever it takes to win. He'd hemorrhage and die before he'd give up, and that's why life has been so rough on him the past two years."

Bailey understands the odds are still stacked against O'Mara, and he's realistic about the outcome. "Johnny really had something to prove when he went to Suzuki, but the bikes were clearly inferior. Suzuki worked hard to come up with competitive equipment, and I still believe that Johnny is technically the fastest supercross rider. Everything now is based on whether he can overcome that little barrier on the inside, the one that keeps you from winning."

Race after race, there's another factor that plays heavily on the O'Mara psyche. Jim Felt and O'Mara have been a tuner/rider team for eight years — the most enduring relationship in the sport today. In fact, O'Mara subsidizes half of Felt's yearly salary, matching the reported $25,000 Suzuki pays its mechanics. Felt, married and the father of two, serves as mentor, tutor, and sometimes baby-sitter to O'Mara's whacky antics. Aside from the laughs, there are many somber moments.

"Johnny and I talk about David a lot, and I know Johnny doesn't want to end up like that," said Felt. "David's accident had a big effect on Johnny, and he just doesn't stick his neck out like he used to. David and Johnny used to pull off some crazy stuff when they practiced, and Johnny doesn't do that anymore. To be a champion, you have to take chances when you practice. Then, it becomes automatic in race situations.

"What's really lit the fire under Johnny this year is all the bad things people have said about him. He's tired of hearing it. Johnny talks to Scott Molina (winner of the 1988 Ironman Triathlon) a lot. He knows Molina got burned out on what people said about him, but he came back. Johnny wants to be the nice guy, and he wants everyone to like him, but he doesn't want to do the interview stuff. He's reclusive, and only reads the bad stuff and listens to the bad ideas people plant in his head," explained Felt.

"I really believe I give a lot to the spectators," countered O'Mara. "I stick around the races longer than a lot of riders, and I don't catch the first flight out of town. That's why I have so many fans, even though I haven't been winning. Wherever I go around the country, I still have a lot of followers. I make a big effort for myself and for Suzuki. The PR department at Suzuki makes it a lot easier. If I have an appearance, the dealer picks me up at the airport or hotel."

Public relations projects are important, but Felt is confident about O'Mara's mechanical edge in 1989. "A big change is that finally the equipment is really good. We haven't had any help, and did a lot of the testing on our own. We've been out almost every day since the Nationals ended last year. "A lot of what we've done has been our own ideas. Suzuki has given us the stuff, but in most cases we've given 'em the ideas. Johnny, Bob (Hannah) and myself, we've all put in a little bit. We pushed for Showa suspension, and Suzuki didn't want to give it to the team guys at first. Now Ronnie (Tichenor) is using it, and he's doing great.

"Johnny has really wanted to win since he left Honda, but everything has been so wrong. His dad died, his bicycle accident, his best friend died, and on top of all that the bike was terrible.

"Our relationship is getting better. I'm really hard on Johnny, and I know he doesn't like it, but I want to win as much as he does. We're together everyday. Even if we're fighting or arguing over racing, we don't let it bother our relationship."

Each race is important, but the bottom line is championships, and a potential deal for 1990. Felt's opinion? "It doesn't look good for either one of us. He has it in him, and if he won we'd probably have a deal next year. It's a strange feeling. We both know it's the third year and we have to produce. It's tough to beat the people who can snap their fingers and get the parts they need (i.e. Honda), but we're close. If Johnny is going to beat Ricky, it has to be soon, before his morale drops."

On Suzuki's side, there are options, but the requirements are stiff. "Heck yeah, if O'Mara beats Johnson, we'll be interested in him," said Pat Alexander, team manager for Suzuki. "Every rider's mission is to beat Rick Johnson. The era of big contracts isn't over yet. If you ride consistent and win, you'll be the top guy at Suzuki."

O'Mara reluctantly went on the record for this interview. He was unhappy with a piece I had written for the AMA's American Motorcyclist magazine, regarding negative feelings towards O'Mara from his Suzuki teammates.

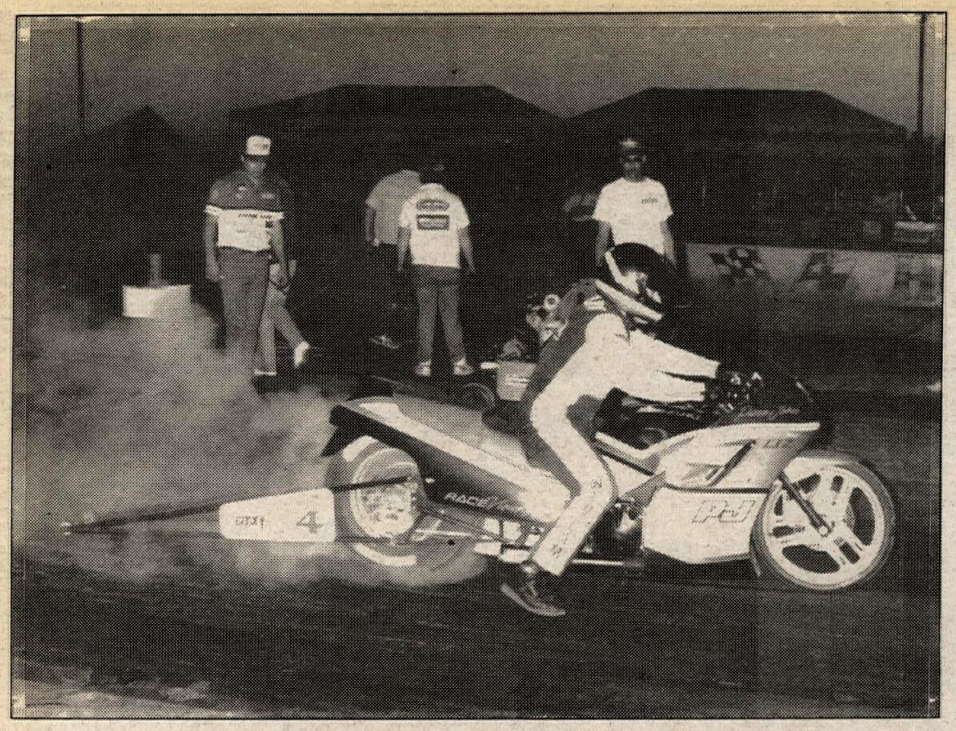
"It hurts me when a writer makes a comment I don't really respect, and when I feel they don't have the judgement to make their statements," said O'Mara. "Then about a half hour later I turn it around, and I remember that I'm in this for myself. I'm going to show everybody. I'm still the guy to do it. I've basically gone through hell for two years with a switch to Suzuki, and a knee that just didn't cooperate. People don't know what I had to do on a weekly basis just to be at the races.

"I wasn't comfortable on Suzukis. I'm not putting anything against Suzuki, but they have their thoughts on how to make a bike, and I had to change my style because of it. I do believe that now the bike is to the point I can hang it out that little extra bit to race with Johnson. I'm getting all my injuries behind me, and I have my attitude back where I want to be the best. The hard charging Johnny O' is back in me. I love racing and I'm having fun again.

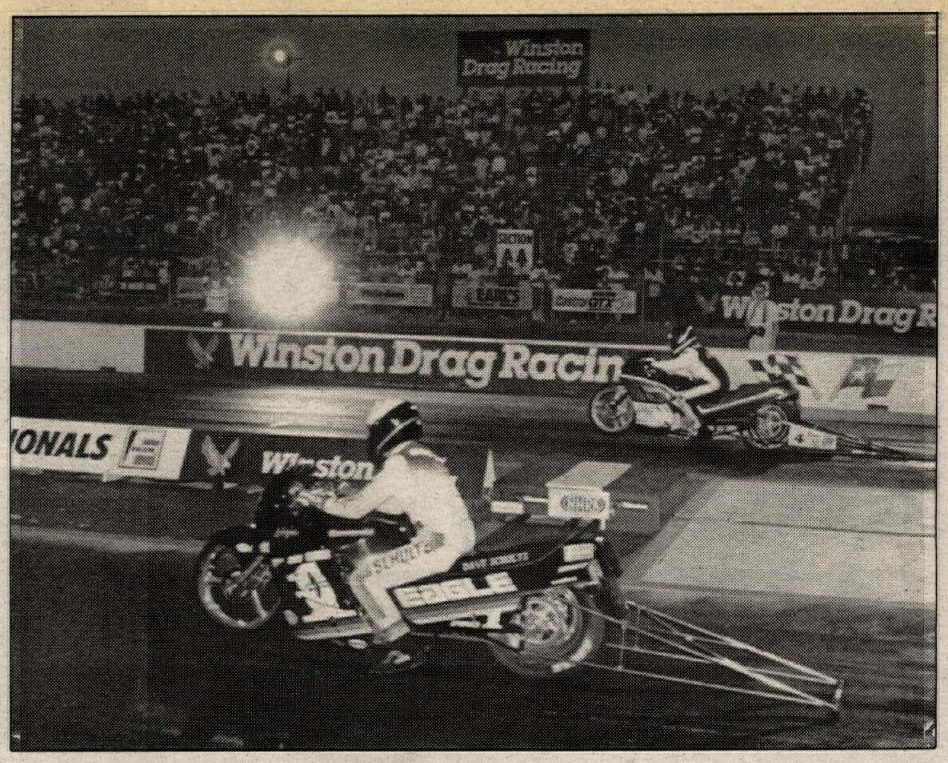
"Financially, I could retire and live on investments, but I'm not satisfied. I still want to go out a winner. I know that I train more than anyone out there, and I'm stronger than I was at 21. I know I'm a better rider than I ever was. If I don't get hurt I have another two years left in me. I'm still one of the few elite guys who can beat Johnson. I have it in my mind, I know what it takes. My attitude is positive. I haven't led races in three years, but it's all coming back to me.

"I'm giving it everything I have in '89. I'm only worried about a couple of guys — the ones who can win. I'm going to have fun and stay loose, and I'm going to be on top. If I continue to ride strong all year, I'll get another factory ride. People know that Johnny O' is still in the hunt." •

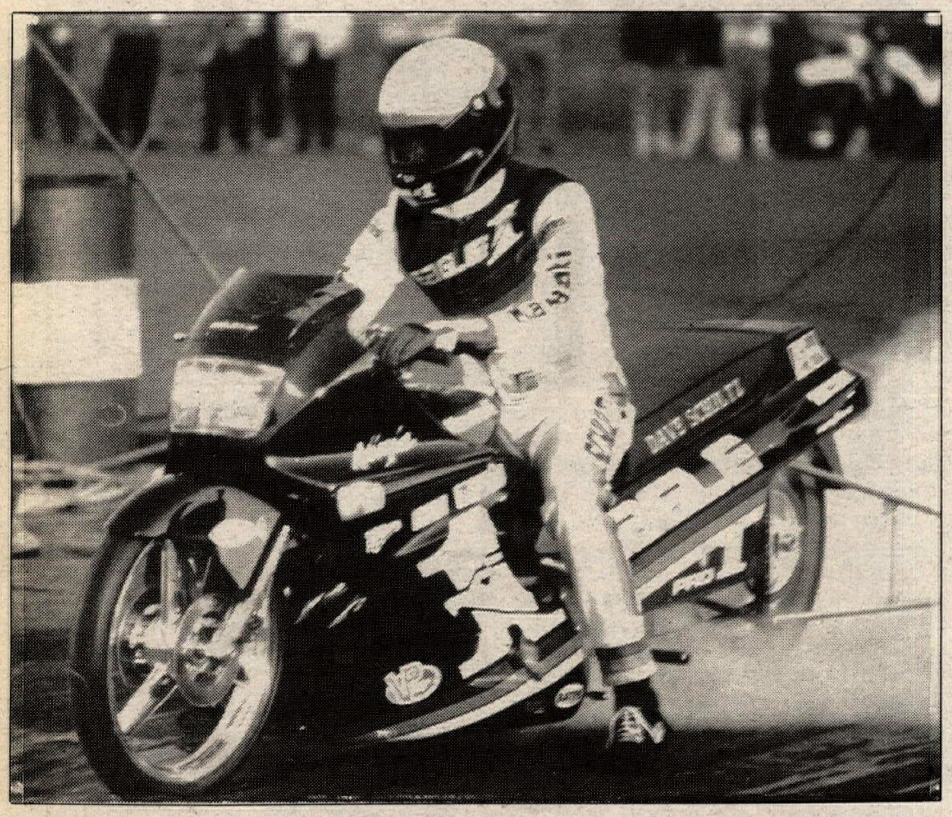
David Bailey (right) and O'Mara are close friends, and since Bailey was paralyzed in a crash in 1987, racing hasn't been the same for O'Mara.



Mafaro's new Suzuki Katana set a National record at 7.82, 170.90. With the win, Mafaro has taken the early lead in the Castrol GTX Motorcycle Series.



John Mafaro, far lane, took out Dave Schultz in the final of Pro Stock Bike at the NHRA Fram Supernationals.



Schultz, the current NHRA Castrol GTX Drag Racing champ, couldn't hold off Mafaro in the final round and was defeated by .08 seconds and nearly four mph.

NHRA Castrol GTX Championship Drag Racing Series: Round 1

Mafaro sweeps field, record book in Houston

By John Brasseaux

HOUSTON, TX, MAR. 10-11

John Mafaro did more than win the National Hot Rod Association's Fram Supernationals. On his way to an appearance in the winner's circle, the Suzuki Katana rider led a performance parade of the quickest and fastest times in the history of NHRA Pro Stock racing.

The Supernationals, held at the new Houston Raceway Park, provided a show never seen before. Mafaro kicked it off in qualifying by coming off the trailer and running a 7.87, 169.68. That was the first time a Pro Stock bike had run in the 7.80 second zone in NHRA competition. That 169 mph speed was also the fastest time ever recorded for the class. (The current NHRA National record is 7.98, 167.97.) Unfortunately, a cold front came through during the last day of qualifying and the event had to be postponed one week. (How cold was it? The wind chill factor was only three degrees.)

When the event resumed, NHRA allowed one day testing and tuning. Every competitor was allowed two passes down the track the day before eliminations. However, the times didn't count toward qualifying, which was close, nor were any times run allowed to stand for NHRA National records. It was all practice, but the Pro Stock bikes came out in dead earnest. Mafaro, in his first session, ran a 7.93, 170.64, the first speed ever in the 170 mph range. He then made another pass later in the day and blasted to a 7.79, 170.48 to become the first Pro Stock rider to go into the 7.70 zone. Other riders were equally impressive. Phil Tannery, the rider of the Vance & Hines Suzuki Katana, logged a 7.84, 169.66, and current Castrol GTX champ Dave Schultz, aboard his Eagle 1-backed Kawasaki Katana, recorded a 7.93, 166.57. Those numbers were a clear harbinger of what was to come in eliminations the following day, where both the elapsed time and speed record would be set and reset a number of times.

What was the reason for the astounding times? There were three factors. First, Suzuki riders were allowed to pare 15 pounds from their minimum weight requirement, which brought them closer to the Kawasaki minimum weight. In drag racing, reducing weight is the same as adding power. Second, plenty of engine and chassis research and development went on during the winter. NHRA Pro Stock racing is becoming very competitive and the riders spent a lot of time and money during the off-season wringing more performance from their machines. Third, Houston Raceway Park is one of the best tracks in the country for good times. The facility is at sea level and a cool, dry weather system dominated the area during eliminations. That meant an abundance of oxygen was available which translated into more power. The track featured a 400-foot length of concrete at the start of the quarter mile, which is the best possible surface for maximum traction. Mafaro pointed to those factors, and a brand-new chassis, as the reason for the step up.

The eliminations times were more astounding than those in qualifying and the test and tune session. Because 16 bikes didn't show up for qualifying, a number of riders received first-round singles. Mafaro was one and he hit a 7.86, 168.50 time, which was the low elapsed time of the round. However, John Myers, now riding for George Bryce, showed that he was hot on Mafaro's heels by winning his heat with a 7.88, 165.77. Schultz, who went on to meet Mafaro in the final, recorded a 7.90, 163.87 on a single. Finally, Tannery put away Rick Stetson's Suzuki with a stout 7.89, 170.74 and thus became the second rider to run over 170 mph.

In the second stanza, Schultz took out Tannery in a close contest. Schultz guided his mount to a 7.90, 167.34 while Tannery was right there with a 7.93, 170.81. Myers showed that he still had a hot hand by beating a red-lighting Keith Gray with a 7.88, 166.05. Gray, riding a Kawasaki Ninja, recorded an early shut-off 8.15, 149.57. Mafaro then defeated Suzuki rider Russ Olmstead. The Saddle Brook, New Jersey, rider stayed consistent with a 7.88 at a booming speed of 173.98 mph. Olmstead recorded a personal best of 7.98, 164.71 for the loss. The last run featured a single by Russ Nyberg, who had made the best run of his career with a 7.92, 170.00. That was also the first decent run the 23-year-old rider made on his Kawasaki all week. He had been having trouble with his wheelie bars and his bike was not running straight as a result. He found the solution before that run and was able to make a good pass.

The final four riders in competition provided four great runs. Schultz laid down the quickest pass of his career, a 7.88, 167.22 to defeat Nyberg, who ran a game 7.93, 162.45 time. Then Mafaro advanced to the final via a quicker leave over Myers. Myers recorded a great 7.84, 167.19 and Mafaro, a slower 7.87, 170.90. Mafaro had a quicker reaction to the green and that was the margin of victory over Myers.

For the first time in a long time, Schultz was going into a final round not in the favored role — it was Mafaro who had the good odds. He saved the best for last with a 7.82, 170.87 win over Schultz's good 7.90, 166.91. Mafaro's 7.82 elapsed time in the final and his 170.90 speed in the semi finals were the new records. Mafaro had one good race last year and after that he became just a middle-of-the-pace rider. With a sterling performance and a win under his belt after the first race of the new season, the rest of the field will have a hard time with Mafaro this year. •

RESULTS

Hare Scrambles
Salem M/C
Salem, OH
Mar. 5
By M.L. Miller

O/A	
Mark Pahanish	
JR MINI	
Rick Roose	Suz
Paul Wright	Kaw
Brent Abel	Kaw
Mark Stalmaker	Kaw
Brian Given	Yam
125	
Tim Conti	Suz
John Baum	KTM
John Janci	Yam
Tandy Friley	Kaw
Daren Marshall	Kaw
200	
Dave Uylizio	Kaw
Steve Spangina	Kaw
F. Spangina	Kaw
Rick Edwards	Kaw
Jim Huff	Kaw
250	
Mike Gorman	KTM
Craig Coon	KTM
Joe Powers	Hon
Tim Mossberger	Kaw
Jack Steele	Hon
OPEN	
Flip Jendre	KTM
Tom Lautner	Hus
William Walsh	Hon
Gary Sarisky	Hon
Leonard Walls	Hon
SR I	
John Gallagher	KTM
Al Chuppa	Hon
Demon Greene	Yam
Bud Wyatt	Kaw
Dan Morgan	Cag
SR II	
Herb Leppelmeier	KTM
Gary Mardis	Hon
WDSMN	
Tim Strickland	Hon
Dan Wodicka	Hon
John Nemostil	Yam
Larry Van Dyke	KTM
Ken Bond	Kaw

Hare Scrambles
Natchez Trace
State Park
Lexington, TN
Feb. 12
By Regina Greer

PRO	
Scott Summers	
Steve Ezell	
Jesse Greer	
Robert Patterson	
Rod Thurley	
OPEN A	
John Woods	
Jeff Sledge	
Ken Joyce	
Tony Ligon	
Gary Copeland	
0-200 A	
James Raggett	
Jeff Austin	
Marty Jones	
Ricky Doores	
OPEN	
Jack Bailey	
Robert Adkins	
Fletcher Lambert	
Charles Gilbert	
Ray Williams	
250	
Michael Woods	
James Martin	
James Adams	
Tommy Ezell	
Bobby Sandres	
200	
Mike Shannon	
Barry Riggsbee	
Michael Lynch	
Gene Thuman	
Rodney Hucabee	
4-STRK	
William Bennett	
Ronnie Dickens	
Mike Taylor	
Brian Dickens	
Charles Cashion	
125	
Robert Beasley	
Tim Cothron	
Mark Pritchett	
Roger Mayes	
Charles Still	
SR	
Pat Jones	
Ronald Price	
Don Wolfe	
Larry Still	
Phillip Gibbons	
S/SR	
Emmett Cox	
Larry Lindblad	
Morris Phelps	
Steve Thomas	
William Smith	
L/TR	
Joey Harrell	
Bryan Wesson	
David Lamberth	
Daniel Dowson	
Michael Husky	
H/TR	
Thomas Squires	
David Younger	
Greg Ethridge	
Vensont Hall	
Jeff Douney	

Motocross
Log Road TNT
Coldwater, MI
Mar. 12
By Arthur Mabry

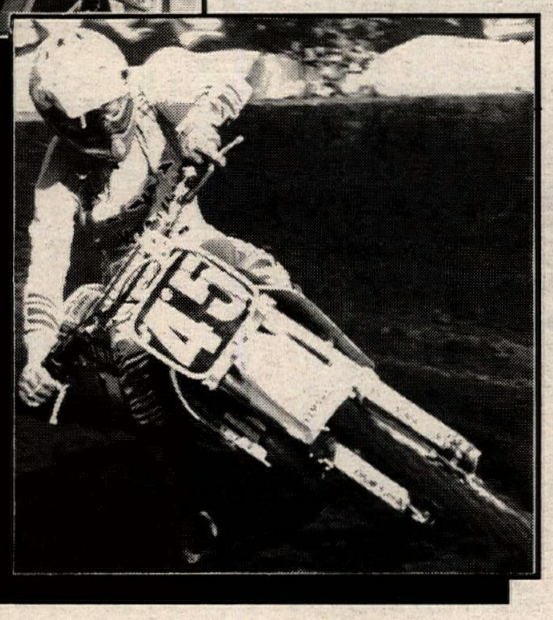
125 EX	
Jason Faulkner	Yam
Jason Fletcher	Hon
Greg Steinert	Hon
Steve Collins	Hon
Kevin Bullock	Hon
125 INT	
Kevin Church	Yam
Brandon Drake	Hon
Ron Jensen	Hon
Rocky Whittaker	Hon
Jeffery Yoder	Yam
125 NOV	
Dean Themm	Yam
David Putnam	Hon
Dave Ellis	Hon
Craig Smith	Hon
Keith Jackson	Hon
125 BEG	
Mike Maniaci	Hon
James Harter	Yam
Brian Cooney	Yam
Rob DuFour	Yam
Dave Brand	Suz
125 JR	
Jason Fletcher	Hon
Jason Faulkner	Yam
Brandon Drake	Yam
Jeff Fletcher	Hon
John Imo	Kaw
250 OPEN EX	
John Krotzer	Suz
Chuck Loy	Kaw
Ernie Horvath Jr	Yam
Ron Labo	Hon
Charles McConnell	Hon
250 INT	
Keith Nevers	Suz
Todd Ransom	Kaw
Jamie Gayheart	Suz
Kevin Allsehouse	Hon
250 NOV	
Marty Stasko	Hon
Scott Kelley	Kaw
Dan Molargik	Yam
Danny Poyle	Yam
Rob Fleemon	Kaw
250 OPEN BEG	
Wade Madry	Kaw
Bill Britton	Hon
Scott Carpenter	Hon
Jeff Thompson	Hon
Greg Wight	Suz
OPEN NOV	
Scott Sawdey	Yam
Ron Kendrick	Hon
Dan Bass	Hon
85 NOV	
Juston Blake	Kaw
Robert Kirchoff	Kaw
Jason Samberg	Kaw
Eric Bowman	Kaw
Chris Bonham	Kaw
VET 25×	
Willard Carroll	Hon
Carl Horvath Jr	Kaw
Jim Trevarrow	Hon
Mark Mallory	Suiuz
Dan Kendall	Kaw
VET 30×	
Kevin Peterson	Hon
Tim Bowers	Hon
Kenneth Ball	Hon
Fritz Seelman	Suz
Mark Stewart	Kaw
O/BIKE	
Norman Lapp	Hon
Ronald Kendrick	Hon
Jerry Lothamer	Hon
Robert Peters	Yam

Motocross
Pendleton County
MC Park
Gardnersville, KY
Mar. 12
By Jim Darlington

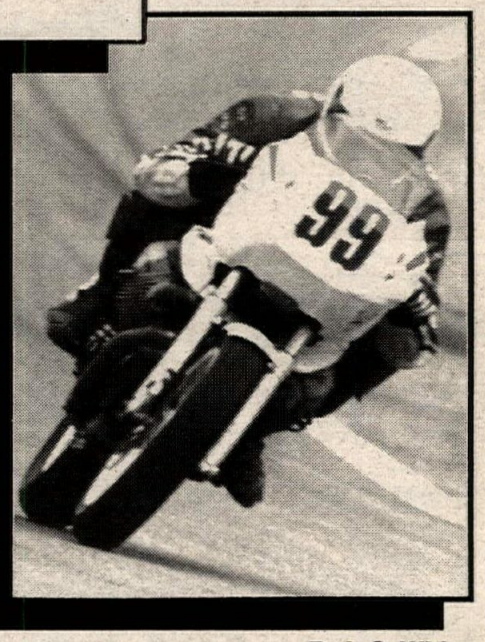
125 C	
Matt Powers	Suz
Andy Keitz	Kaw
Donnie Meinze	Suz
Mark Johnson	Hon
Steve Gammon	Yam
SR MINI	
Ryan Reed	Hon
Chad McCormack	Kaw
Lloyd Hodges	Kaw
Jason Taylor	Kaw
Gary Winters	Kaw
125 B	
Darren Darlington	Hon
Tommy Ackemyer	Hon
Mitch Keller	Kaw
Steve Bolin	Kaw
Mike Houseworth	Suz
OPEN	
Lance Wade	Yam
Louie Von Linger	Hon
Mike Combs	Kaw
John Lang	Hon
Kevin Jones	Hon
OPEN SR	
Robert Wilson	Yam
Randy Eckstein	Kaw
Gary Jones	Suz
Bill Kahle	Yam
Matt Howard	Yam
250 B	
Kevin Shiner	Suz
250 C	
Raymond Terry	Hon
Norman Caltee	Kaw
Mark Birkemeyer	Suz
S/SR	
Bob Wilson	Yam
Ronald Reed	Hon
Mike Dickten	Yam
Ron Black	Kaw

John Ashmead
Raced to victory in the Superbike 200 on his Honda VFR 750 Interceptor with an average speed of 96.323 mph.

Steve Aseltine
Took the Short Track Regional on Thursday, 600 National on Friday, then topped the weekend off with the Camel Pro Grand National — making him the Daytona Budweiser/Wiseco Dirt Track Series Champion.



Damon Bradshaw
Was as hot in Daytona as he was in Miami and Atlanta, winning both his heat race and the main event in the 125cc Supercross Series.



Bob Griffiths
Won in Circle Bell Pro Twins Modified on his Moto Guzzi wearing, of course, a Bell M-2.

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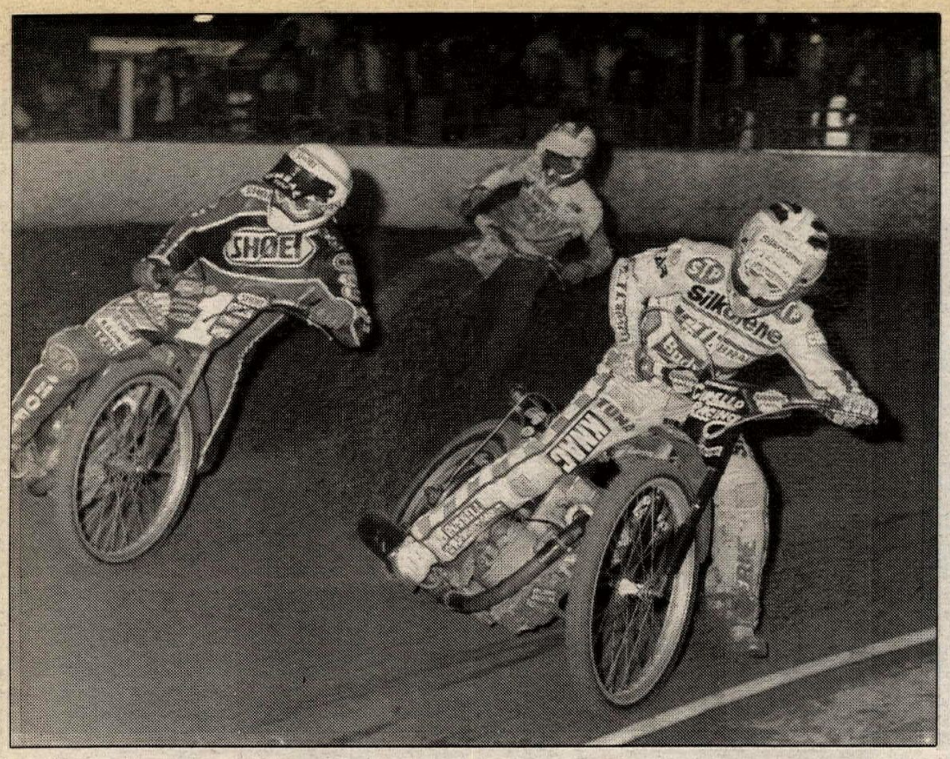
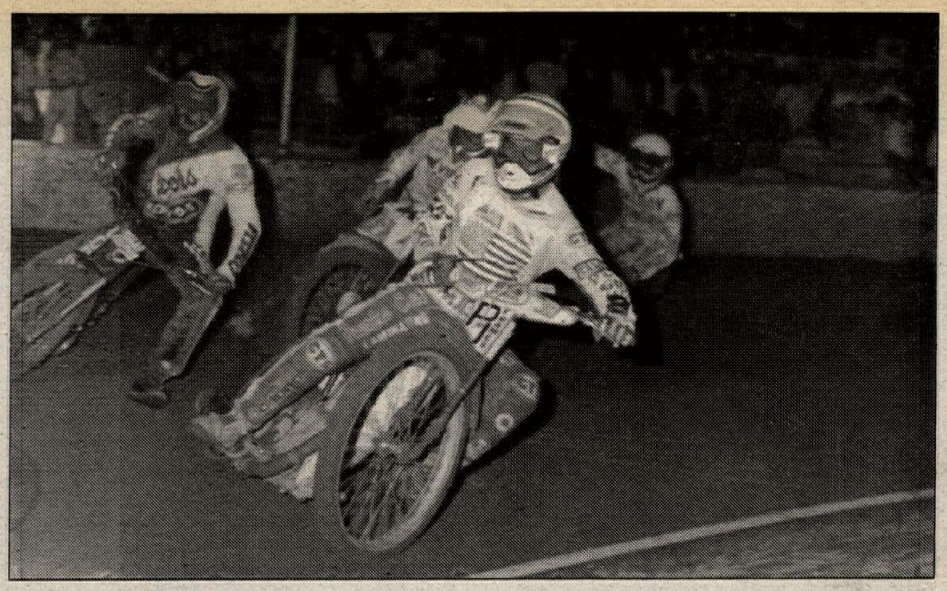


Bobby Schwartz (11) finished third at Long Beach and first at Costa Mesa to wrap up his second straight Spring Classic victory.



Sam Ermolenko (front) only lost one heat race on his way to the Long Beach win, but bad luck at Costa Mesa dropped him to second overall.

Schwartz takes second Spring Classic win

By Scott Daloisio

LONG BEACH, CA, MAR. 4 — COSTA MESA, CA, MAR. 11

For the second year in a row, Bobby Schwartz won the overall championship in the Coors Extra Gold Speedway Spring Classic Series. Schwartz finished third in the opener at Long Beach, but he came back to win the finale at the famous Costa Mesa track.

Fresh off a flight from Australia, Sam Ermolenko used skill and luck to seize top honors at Long Beach Veterans Stadium. Ermolenko captured four of his five heats in the series opener. Mired in second in the main, Rick Miller's bad luck turned into glory for Ermolenko.

Like Long Beach, Ermolenko experienced luck at Costa Mesa, but unfortunately this time it was bad. The man of the hour was "Boogaloo" Bobby Schwartz, who dominated at the tiny dirt oval last year.

After watching Gary Hicks, National Champion Steve Lucero and Bobby Schwartz post round one wins at Long Beach, Ermolenko put the Pick Your Part/Shoei/Smith Goggles/Kal-Gard/K&N/P.J. Frames Special into the lead as soon as the tapes went up. Miller was second off the start with Greg Hancock third. Ermolenko and Miller pulled away from the pack and they crossed the line far ahead of their rival.

Hancock recorded his first win in event five. Riding a GM, he set the pace the entire distance. Lucero had to fend off the charging Hicks to end up second.

Two of the most successful riders in Long Beach history met in event six. Ermolenko and Schwartz both have multiple wins on the quarter-mile track. Off the pole, Ermolenko got the holeshot and led Schwartz and Scott Brant. Brant tried to make use of the outside dirt to get around Schwartz, but the try failed and it turned into a two-rider race. Ermolenko went to the outside near the end of the first circuit and pulled away. Schwartz, despite running on three valves, hung on to finish second.

Event eight pitted Miller against Lance King. As King was pulling onto the track for the start, he broke a valve and lost compression, which put him out for the night. Without King, Miller had no problems and easily recorded the triumph in the four-lap race.

After two rounds, Ermolenko led the way with eight points. Deadlocked in second with seven points each were Lucero, Oxley, Miller and Schwartz.

Miller was back out in event nine and was all business again as he took his Godden to an impressive win over Hicks and Northern California Speedway Champion Jim Sisemore.

As usual, Ermolenko made it look easy in event 11. After fighting off the first bend advances of Billy Hamill, the Wolverhampton Wolve wheelied to his third victory in as many outings. Hamill and Brant took second and third.

The third round ended with Schwartz narrowly defeating Oxley. After turning back Hancock, Schwartz headed for a certain win. Things went his way until he parked in the final bend. Oxley, who had passed Hancock, jumped at Schwartz' miscue. When Jerry King threw the checkered flag, Schwartz had the win by a bike length.

Ermolenko's winning ways came to an end in event 13. He was third behind Hicks and Oxley at the outset and near the end of the first lap he went to the outside for extra traction. He wheelied off of turn two on the second revolution and moved up one notch when he got past Oxley. He pulled awy from Oxley, but couldn't get close to Hicks. When the race ended, Hicks had scalped the previously undefeated Ermolenko. Hancock, Miller and Shawn McConnell took the other round four races.

With only five riders making it to the main, the final round would dispatch 15 racers to the showers. On the first lap of event 17, Hicks motored around Schwartz in turn two and went on to win. They both earned spots in the main. Miller ran away to win over Hamill in event 18 and like Hicks and Schwartz, he was into the main.

Hancock passed Canadian Shawn Venables in the first turn and went the rest of the way to win event 19, while the final heat had Ermolenko and as was the case in his first three outings, he made it look easy. Lucero, needing a win, ended up second. That put him in a four lap runoff with Hancock for the final place in the main.

In the runoff Lucero got off the line first and led into the turn one. Hancock tried to pass off of turn two, but couldn't get by. Seconds later, as they rocketed down the back chute, Hancock hooked up and went by Lucero for the lead. Once out front, he moved away to win by a half straight, earning the final ticket to the main.

The tapes went up to start the main and Ermolenko was first off the line, but he bobbled in turn one. As they came off turn two Miller, with more momentum, blew by Ermolenko as Hicks manned third followed by Schwartz and Hancock.

Quickly back on the throttle, Ermolenko was flying, but so was Miller. As they tore around the second revolution, Miller had a five-length advantage, and was still advancing his lead at the halfway stage. Hicks, riding against the fence, maintained third.

As he approached the white flag, Miller had the race in the bag until his motor revved. His primary chain broke and suddenly he was in a silent coast. The entire field smoked by and at the checkered flag Ermolenko had the win over Hicks, Schwartz and Hancock. Miller coasted to turn three where Ermolenko picked him up and gave him a ride to the pits.

"I believe the bike was a bit underpowered, but a little luck was on my side," said Ermolenko. "I need this kind of luck everyday. I reckon I have a week to get prepared for Costa Mesa, that's where I grew up and I feel really comfortable on that track. I am looking forward to it."

Costa Mesa

On a deep Costa Mesa track, Scotty Brown started the show with a wild win over England's Phil Collins. The deep stuff bit Eddie Castro in event two. He led until he caught traction, wheelied and let Brad Oxley past. Oxley stayed at the point until the back chute on lap three. There, Gary Hicks raced by and pocketed his initial three points of the night.

Schwartz, piloting the STP/Silkolene/Bell/Promotional Products/KNAC/Russell's Grandstands Weslake, defeated Trinon Cirello in event three, and in event four Ermolenko went up against National Champion Steve Lucero. Lucero and Ermolenko were at each other as soon as they came off the line, but Ermolenko caught traction, wheelied off of turn two and went straight into the wall. Lucero went untroubled the rest of the way and beat Shawn McConnell.

By the time round two began, much of the dirt had blown to the outside and the track was decidedly faster. McConnell started the round with a win over Oxley and Christian.

In event six, Schwartz came off the pole with Lucero in two, and Schwartz motored off the line and took a wire-to-wire win. Lucero, tapped by Castro in the first turn, was a distant second.

Ermolenko's agony persisted in the final race of round two when he did a three-sixty and finished last. Billy Hamill took the lead when Greg Hancock's Weslake began to go away, and took his first win of the night.

Schwartz' only miscue came in event nine where Hicks beat him off the line and took him wide in turn two. That let Hicks set up a lead on his Weslake and also let Ermolenko by for second. Brown eventually passed Schwartz for third. Hicks won it by a half-straight while Schwartz took last.

After three rounds, McConnell had the lead with eight points. Hamill and Hicks were tied for second with seven each. Knotted in third with six points each were Oxley, Schwartz and Cirello. Unlike Long Beach where five riders made the main, only four would make it at Costa Mesa.

Brown's stock rose in event 13. He went by Hamill and Castro when they tangled on lap two and Castro's kill switch came out and he stopped dead. Hamill, with nowhere to go, tagged him and Brown got an easy win.

Schwartz got back on the winning path by narrowly edging McConnell and Collins in event 14. One race later, Ermolenko finally put his name in the win column, much to the delight of more than 6000 fans.

Lucero, to have a chance at the main, had to win event 17, and he did just that. Brown had to finish at least second in the same race to get to the main and he did just that.

Ermolenko led the whole way in event 18 for his second impressive conquest in a row. Unfortunately,

Schwartz collects his rewards following the Costa Mesa main.

his early problems prevented him from qualifying for the main.

Jim Sisemore, in a must-win situation, took event 19, giving him nine points. Hicks took last in the same race and also had nine points, as did Lucero and Brown. They were all tied for the final spot in the main.

Schwartz, McConnell and Hamill were already locked into the main. There would be at least a four-rider runoff for the final spot in the main and it turned to five when Schwartz took event 20. Oxley placed second and that gave him nine points.

In the runoff Hicks and Brown got the best starts. Hicks asserted himself in turn two in the winner-take-all four lapper. Brown, on a Jawa, fought off the early advances of Lucero and then held off Sisemore. He turned in a good effort, but it was only worth a pat on the back since winner Hicks was the only rider to transfer.

For all intents and purposes, Schwartz wrapped up the win as soon as the tapes went up for the main. While the other riders tried to harness their horsepower off the line, Schwartz made a smooth drive into the first turn and immediately installed a comfortable lead. While he was cruising at the front, McConnell locked up in a war for second with Hamill. McConnell took the low line with Hamill outside, and they thrilled the crowd with an intense side-by-side struggle that lasted until the final turn when Hamill parked. Schwartz took the win with room to spare over McConnell. Hamill recovered to beat Hicks across the line.

As Schwartz made his way to the awards ceremony, a boy of about three-years-old called out his name. Schwartz promptly changed directions, shook the little guy's hand and posed for a picture taken by the youngster's mother.

A little while later, he calmly chattered about the main. "It was a good start. Of course I had the best position (gate one), but I had to make the most points to be in that position. The track suited me tonight. I had the problem in the one race with Ermolenko and Hicks. I almost made the start but almost doesn't count."

Much to the relief of southern California fans, Schwartz revealed his 1989 intentions. "I am going to stay here and do the best I can. I had a couple offers to go to England. I am not that interested anymore. I am not that keen on going to England."•

Results

LONG BEACH MAIN: 1. Sam Ermolenko (G-M); 2. Gary Hicks (G-M); 3. Bobby Schwartz (G-M); 4. Greg Hancock (G-M); 5. Rick Miller (Gdn).

COSTA MESA MAIN: 1. Bobby Schwartz (Wes); 2. Shawn McConnell (G-M); 3. Billy Hamill (Wes); 4. Gary Hicks (Wes).

O/A: 1. Bobby Schwartz (36 pts); 2. Sam Ermolenko (32); 3. Gary Hicks (30); 4. Billy Hamill (25); 5. Steve Lucero (25).

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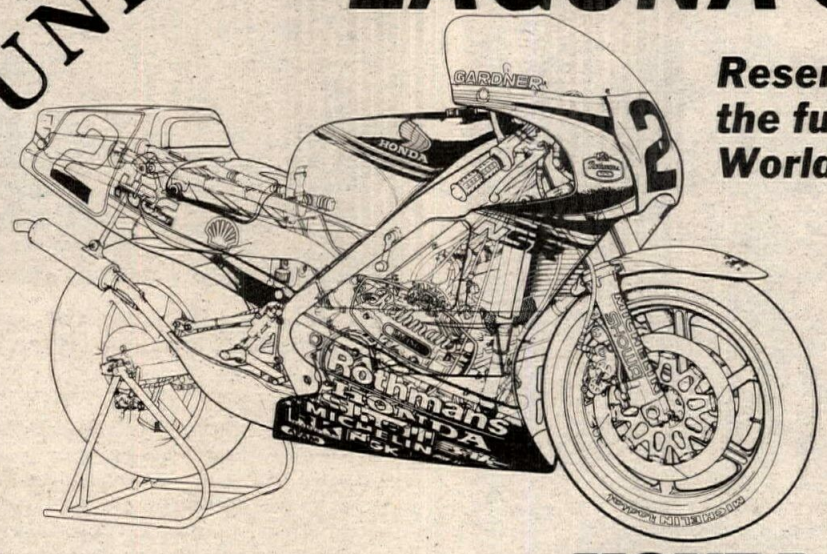

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Saline, LA, Feb. 26
• 1st O/A & 1st 250 A
SCOTT PLESSINGER/Team Green
• 2nd O/A & 2nd 250 A
TERRY CUNNINGHAM/Team Green
• 3rd O/A & 3rd 250 A
ED LOJAK/Yamaha
• 2nd 125 A
STAN LOJAK/Yamaha
• 2nd SR A
JOE LOJAK

■ *GNC National MotorCross Round 1*
Lake Whitney, TX, March 11-12
• 1st O/A JR & 1st O/A STK. JR.
ROBBIE REYNARD/Team Green
• 1st O/A 80cc Expert Modified
• 1st O/A 105cc Open
TOMMY CLOWERS/Team Green

■ *Score Great Mojave 250*
Lucerne Valley, CA, March 11
• 1st 250
HUNNICUT-KRAUSE/Team Green
• 2nd 250
VANSCOURT-LANE/Team Green
• 1st Vet 30
SIXBERY-EVELAND/Yamaha
• 3rd Vet 30
PARRY-WINTERS/Team Green

■ *DAYTONA INTERNATIONAL SPEEDWAY*
March 10-12
• 1st AMA Pro Twins GP
DALE QUARTERLY/F.B.F.
• 2nd AMA Pro Twins Mod
CRAIG SHAMBAUGH/F.B.F.
• 3rd AMA SB 200
KEVIN RENTZELL
• 3rd AMA Pro Twins GP
JIMMY ADAMO/Team Leoni
• 3rd AMA 600 Super Sport
CAL RAYBORN III

■ *AMA GNC Short Track Series*
March 11
• 1st
STEVE ASELTINE/Wood Rotax
• 2nd
CHRIS CARR/Harley Davidson

• 1st O/A JR. DIV 600 Nat'l
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Talladega, AL, March 4
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■ *AMA/CCS Endurance Series*
Daytona Beach, FL, March 5
• 1st O/A & 1st HW Superbike Endurance
DUTCHMAN RACING
• 1st GTU
TEAM LONGEVITY
• 1st S/TW H/W EX
JIMMY ADAMO/Team Leoni
• 2nd H/W S/SPRT EX
MIKE HARTH

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PHOTO BY M. DENTON

Triumph-mounted Rod Lake captured the Sportsman Open Twin Amateur class win during the AHRMA National Vintage MX Series at Gatorback.

PHOTO BY DERRYL ANDERSON

Dan Hansen (662) got the jump in the 125cc Intermediate class at Woodland MX, however, Ryan Gant (behind Hansen) took the win.

AHRMA National Vintage MX Series: Round 1

Gardner, Higgins out front at Gatorback

By Sandy Palmetto

GAINESVILLE, FL, MAR. 5

Motocrossers from all over the U.S. brought their vintage motorcycles to Florida's Gatorback Raceway Park for the opening round of the AHRMA Vintage MX Series.

The vintage races were held in conjunction with the day's AMA National Championship MX Series races and the vintage competitors used the same track as the pros.

With track time limited due to the support nature of the vintage events, two groups ran two motos each with classes scored separately. The overall winner of both motos of the first group out was Honda-mounted Tod Gardner of Stuart, Florida, who was competing in the 250cc Sportsman Expert class. Colorado's Tom Midas rode a big bore CZ to second overall in the first moto and ended the day with the 500cc Sportsman class overall win.

Floridian Adam Smith prevailed in the hotly contested 500cc Amateur class after trading moto wins with Pennsylvanian Greg Hall. Both Smith and Hall rode Yamahas.

Californian Rod Lake rode a Hindal-framed Triumph 650 to the overall victory in the Sportsman Twins Amateur class. Honda riders Mike Cole and Ed Garland ran one position apart in both motos to take the top two spots in the 250cc Amateur class.

Farther back in the pack in group one, Georgia's Beno Rodi, riding a Norton P-11, and Californian Terry Pratt, aboard a BSA A10, squared off in the Premier Twins Amateur class. Rodi passed Pratt for the win on the final lap of the first moto, but in the second moto Rodi's Norton tossed its chain and Pratt backed into the win.

The second group's two motos were won by KTM-mounted Barry Higgins. The former National star who along with his wife Patti operates H&H KTM in Mableton, Georgia, took home the Old Timers Expert class overall winner's trophy. Bryan Kenney, another former National star, rode a Cheney BSA he had borrowed from Beno Rodi to fourth place overall. Kenny operates a Honda/Kawasaki dealership in Duluth, Georgia.

California's John Hugel topped the Old Timers Amateur class over CCM-mounted Albert Charles of Michigan. Hugel rode his 500cc Indian single to an impressive third overall with a come from behind charge in the second moto of race two. "My front wheel got caught in the starting gate," said Hugel. "So by the time I got going I was mad!"

AHRMA Motocross Coordinator John Sawazkhi brought his rare, Swedish-built 500cc Lito single to Florida from Colorado and was rewarded with the 500cc Premier Expert class win.

Husqvarna-mounted Eugene Lovell of Florida won the back and forth battle in the Vet Amateur class with a 3-1 day. Tommy Nickell got up off the ground to take second in that class with a 2-2 performance. Rhode Island rider Lloyd Patterson won the first moto but was still in the pits trying to locate a spare rocker cap for his CCM when the second moto got underway. Patterson got in the fray and finished third. That, coupled with his first moto win, earned him third overall.

Although most of the crowd had come to see the superstars of today and their long-travel flying machines, many fans enjoyed watching the short travel vintage bikes negotiate the rough track. When he was asked what he thought about the vintage races, one pre-teen boy said, "It was pretty cool. It showed how the oldies used to be."

Results

500 PREM EX: 1. John Sawazhki (Lit); Herb Doan (Ind).
500 PREM AM: 1. John Huegel (Ind).
250 PREM EX: 1. John Sawazhki (CZ).
PREM OPEN TW AM: 1. Terry Pratt (BSA); 2. Beno Rodi (Nor); 3. Charles Whaley (Mat).
SPTSMN OPEN TW AM: 1. Rod Lake (Tri); 2. Beno Rodi (Nor).
OT EX: 1. Barry Higgins (KTM); 2. Ernie Millian (AJS); 3. Donald Bannerman (Bul); 4. Bryan Kenney (BSA).
OT AM: 1. John Huegel (Ind); 2. Albert Charles (CCM); 3. York Sommerville (Rok); 4. Charlie Hawk (Tri); 5. Terry Pratt (BSA); 6. Randy Tomlinson (Bul).
VET EX: 1. Tom Mitas (CZ).
VET AM: 1. Eugene Lovell (Hus); 2. Tom Nickell (CZ); 3. Lloyd Patterson (CCM); 4. John Ridenour (Mai).
VET NOV: 1. Neal Punchard (Rok).
500 EX: 1. Tom Mitas (CZ); 2. Carl Kircher (CZ); 3. Bryan Kenney (BSA).
500 AM: 1. Adam Smith (Yam); 2. Greg Hall (Yam); 3. Anthony Nuccio (Mai); 4. Lloyd Patterson (CCM); 5. Mark Brown (Kaw); 6. Neal Punchard (Rok).
250 EX: 1. Tod Gardner (Hon).
250 AM: 1. Mike Cole (Hon); 2. Ed Garlin (Hon); 3. Tom Nickell (CZ); 4. Chris Pouall (CZ); 5. Albert Charles (AJS); 6. John Ridenour (Mai).
250 NOV: 1. Mark Williams (Yam).
125 EX: 1. Tom Aylett (Hon); 2. Mike Roche (Hon).
125 AM: 1. Eugene Lovell (Hus); 2. Lee Jay McCollum (Hon).

Steffy styles at Woodland MX

By Derryl Anderson

WOODLAND, WA, MAR. 4

Scott Steffy was smooth and stylish all day long as he took his Scott/EBC/Renthal/DuVol/Malcolm Smith/Enumclaw Suzuki to the overall win in the 125cc Pro class at Woodland Motocross Park.

In moto on Steffy clawed his way to the first turn with the lead while being chased by Darren Rogers, Don Bisceglia, David Browning and David Bailey. Steffy was fast and stylish as he took the win in moto one ahead of Rogers, Bisceglia, Browning and Bailey.

In moto two it was Steffy once again leading Rogers, Bisceglia, Browning and Bailey. On lap four Browning went down and fell a lap behind before getting going. Bisceglia passed Rogers on the same lap and the finishing order was set. Steffy went wire to wire, taking a well deserved win over Bisceglia, Rogers, Browning and Bailey.

In the 125cc Intermediate class Dan Hansen got the scratch ahead of Ed Jensen, Chris Dineen, Rian Gant, Joel Howard and the others. By lap two Gant took his Suzuki up to second but Hansen was long gone. At the finish it was Hansen over Gant, Larry Kuebler and Bart McDaniel.

Hansen got the initial lead in moto two but a red flag for fallen riders left Hansen with no where to got but down. Hansen came up limping but made the restart. This time it was Hansen once again but he began to fade with a sore ankle. Taking over the lead was McDaniel then Gant, Adam West and the others. Within one more lap Gant took the lead away from McDaniel and flew to the moto win and the overall for the day. Behind Gant in order was West, Hansen, Kuebler, McDaniel, Jensen and the others.

Results

50: 1. Todd Dowty (Yam); 2. Jason Hanson (Yam); 3. John Hardy (Yam).
60 (6-8): 1. Ryan Neault (Hon); 2. Michael Smith (Kaw); 3. John Hardy (Kaw).
60 (9-11): 1. Travis Webber (Kaw); 2. Jeff Weyrauch (Hon).
80 BEG
Brett Boehm (Kaw); 2. Scott Watson (Kaw); 3. Pat Endsley (Suz); 4. Jared Schrammech (Hon).
PP: 1. Carol Younce (Kaw).
80 JR: 1. Alex Travaglone (Suz); 2. Vy Lom Nguyen (Kaw); 3. Ben Rhoades (Kaw).
80 INT: 1. Troy Kibble (Kaw).
125 BEG: 1. Bruce Isaacs (Suz); 2. David Myers (Suz); 3. Scott Jaslik (Suz); 4. Shad Sharp (Yam); 5. John Rhoades (Hon).
125 JR: 1. Jeff Justus (Kaw); 2. Warren Baze (Kaw); 3. Justin Homan (Kaw); 4. Craig Rudge (Kaw).
125 INT: 1. Rian Gant (Suz); 2. Dan Hansen (Kaw); 3. Adam West (Hon); 4. Larry Kuebler (Hon); 5. Bart McDaniel (Kaw).
250 BEG: 1. Rick DaSilva (Hon); 2. Walt Wooley (Hon); 3. Alan Callison (Hon); 4. Troy Foster (Hon).
250 JR: 1. David Hampton (Hon); 2. Kip Templeton (Hon); 3. Doug Orkney (Yam).
250 INT: 1. Tiger Winert (Suz); 2. Jason Balaski (KTM) 3. Mike Enderson (Hon).
OPEN BEG: 1. Melvin Orkney (Yam); 2. Les Bennett (Hon); 3. David Hankins (KTM).
OPEN JR: 1. Larry Legarra (Kaw); 2. Troy Yeo (Hon).
OPEN INT: 1. Mark Bennett (Hon); 2. Ron Westlake (Hon); 3. David Roestel (KTM); 4. Garry Roestel (KTM).
UTH: 1. Steve Smith (Suz); 2. Mark Bennett (Hon); 3. Ron Westlake (Hon).
OTH A: 1. Tiger Wingert (Suz); 2. Gerry Koestel (KTM); 3. David Koestel (KTM).
OTH B: 1. Jim Harris (Suz); 2. David Lyle (Kaw); 3. Jim Gladish (KTM).
OTH C: 1. Maurice Reynolds (Kaw); 2. Garry Radford (Kaw); 3. Craig Terry (Hon).
OT EX: 1. Bob White (Mai); 2. Don Reynolds (Kaw); 3. Gary Bonds (Kaw).
AM: 1. Jeff Younce (Suz); 2. Ed Parsons (Yam); 3. Dick Graham (Hon).
NOV: Steve Forte (Hon); 2. Steve Baze (Hon).
125 PRO: 1. Scott Steffy (Suz); 2. Darren Rogers (Hon); 3. Don Biseglia (Suz); 4. David Browning (Yam).
250 PRO: 1. Steve Smith (Suz); 2. Mike Williams (Yam); 3. Don Bisceglia (Suz).
OPEN PRO: 1. Scott Williams (Hon).

Hall soars to Salem AX win

By Clay Light

SALEM, OR, MAR. 10

Eric Hall soared to new heights enroute to a 1-1 thrashing of the 125cc Pro class during the first of two consecutive nights of arenacross at the Oregon State Fairgrounds' Jackman-Long Arena. Hall, riding a Pro Caliber Suzuki, breezed to wins in both motos despite heavy pressure from several of the state's top indoor specialists, including Mike Bell, Dana Anderson and Honda-mounted Darren Rogers, former State Amateur Champion.

In the first moto, Hall shot into the lead while Mike's Suzuki-sponsored Bell and the Hillsboro Honda of Rogers gave chase. Hall held up well under pressure and opened up a good-sized lead that he would maintain to the finish.

Moto two was much the same as Hall led the field into turn one of the Bob Leach-designed course. The competition got a bird's-eye view of Hall as he roosted once again into an untouchable lead he would carry to the finish for the 1-1 win.

"The bike was working really well," said Hall. "I hadn't touched it since the Seattle Supercross and had to do some heavy maintenence, and had to do it in a hurry."

Second to Hall in the overall standings was Bell, posting 2-2 performances while Anderson landed third after 4-3 showings. Rounding out the top five were Rogers (3-4) and Gary Beyer (5-5).

In the 250cc Intermediate class Kawasaki rider Doug Gravelle used 1-1 tallies to top a large field of riders, while Lauer finished second by virtue of a second moto second-place finish for a 3-2 score. Levitt finished third overall after 4-2 rides while Terry Hamness finished fourth overall ahead of Denny Fennell.

Results

125 PRO: 1. Eric Hall (Suz); 2. Mike Bell (Suz); 3. Dana Anderson (Suz).
250 PRO: 1. Darren Rogers (Hon); 2. Don Bisceglia (Suz); 3. Kenny Olsen (Kaw).
30-40 PRO: 1. Gary Beaver (Kaw); 2. Jerry Ebert (Kaw); 3. Kevin McCarthy (Hon).
125 INT: 1. Shawn Lauer (Hon); 2. Trever Levitt (Yam); 3. Eric Rogers (Hon).

PHOTO BY HURLEY SHORT

Roger Lineberger (11) leads Gregory Lykens (99) in the Plus-25 class at Montrose Motocross in Raeford, North Carolina.

250 INT: 1. Doug Gravelle (Kaw); 2. Trever Levitt (Yam); 3. Shawn Lauer (Hon).
60 (6-8): 1. John Hardy (Kaw); 2. Jason Hansen (Kaw); 3. John Palmer (Yam).
60 9-11: 1. Doug McKuhn (Kaw); 2. Travis Webber (Kaw); 3. Matt Williams (Kaw).
80 INT: 1. Forrest Transu (Kaw).

Caplinger captures Missouri HS Series

By Bruce A. Clark

RIVERMONT, MO, MAR. 4

Chris Caplinger took on both the elements and some of the best hare scrambles competitors in the Midwest to top the field in the first race of the Missouri Hare Scrambles Series. The two-hour event was run on a tight, rocky, 10-mile circuit in the foothills of the Ozarks. The tough trails were well laid out, as the cold weather, with wind-chills close to zero degrees, coupled with rain the day before and sleet during the event would have produced impassable trails in most other terrain.

Top Regional and National riders including Tim Newell, Pat Smith, Greg Surdyke, Leigh Letellier and Ron Ribolzi provided nip-and-tuck competition for Caplinger. He took the lead from Newell just before the finish of the second loop and was never headed. The race for second changed several times, with less than five minutes separating the top three finishers. Newell threw a chain during the third loop, but still proved a strong threat throughout the event.

Results

O/A: 1. Chris Caplinger; 2. Pat Smith; 3. Tim Newell; 4. Greg Surdyke; 5. Leigh Letellier.
125: 1. V. Throckmorton; 2. R. Caviness; 3. G. Ostoff.
200: 1. K. O'Brien; 2. R. Thorpe; 3. M. Bock.
250: 1. C. Cannon; 2. S. Martin; 3. F. Aut.
OPEN: 1. D. Agnew; 2. M. Turpin; 3. J. Williams.
4-STRK: 1. S. Wiedan; 2. B. Sergeant; 3. A. Black.
JR: 1. S. Taylor; 2. S. Merritt; 3. D. Wilfong.
SR: 1. G. Lawson; 2. B. Duffner; 3. R. LeRette.
S/SR: 1. L. Hayes; 2. J. Letellier; 3. B. Hatten.
BEG: 1. G. Westhoff; 2. K. Hummrich; 3. J. Richardson.
VINT: 1. L. Stahlman; 2. J. Radeacker; 3. J. Laswell.

Rogerson roosts Montrose SEMX

By Hurley & Dot Short

RAEFORD, NC, MAR. 5

Kent Rogerson, on his Yamaha sponsored by Yamaha of Lumberton, outclassed the 250cc Amateur class at Montrose this week.

In the first moto, Steve Hightower took the holeshot followed by Don Schmidt, Steve Starnes, Vincent Brown and Kent Rogerson. On the first lap there were immediate changes as Schmidt took the lead followed by Starnes, Brown and Rogerson. Schmidt hit the dirt, allowing Rogerson to take the lead. Rogerson held on strong for the finish in the first moto.

In the second moto, Darrell Bell took the holeshot followed by Addington, Starnes and Rogerson. On the first lap, Addington moved to first and put Bell back to second. Rogerson began to challenge Addington for the lead, which he took over, dropping Addington back to second. Starnes held on to his third place. Rogerson moved out and away from the field and left Addington, Starnes and Schmidt to race for positions. Following Rogerson across the finish line were Schmidt, Addington, Brown and Bell. Overall went to Rogerson, Schmidt, Addington, Brown and Bell.

In the 125cc Amateur class Moto Joe charged out front followed by Craig Ellis, Vincent Brown and Rogerson. Joe held on to the lead, but Ellis began putting pressure on him. The top four were running close, waiting for the leader to falter. Rogerson went down and Schmidt moved into fourth. On the white flag lap, Joe was still holding the lead followed by Ellis, Brown and Schmidt. Schmidt moved into second and Ellis fell all the way back to fourth. Joe crossed the line first, followed by Schmidt, Brown and Ellis.

In the second moto it was Ellis off the line ahead of Tommy Linville, Joe and Rogerson. On the final lap Ellis, Linville, Joe and Rogerson crossed the finish line in that order.

When the Junior Mini class came off the line in the first moto, it was Patrick Greer leading Kevin Simpson and Jason Baldwin. Baldwin moved into first, Simpson held onto second as Chris Carlson moved into fourth. Greer retook first giving Baldwin second. On the white flag lap it was Greer, Simpson and Baldwin, but at the checkered flag it was Greer, Baldwin and Simpson.

In the second moto, Greer grabbed the holeshot again as Chris Carlson and Baldwin followed. Greer stretched out his lead over the field and took the checkered flag followed by Carlson, Baldwin, Chad Newton and Kevin Simpson.

Mike Privette grabbed the holeshot in the first moto of the Pro class with Kevin Walker and Jim Neese in hot pursuit. Walker quickly dropped Privette back to third. Van Gibson moved up to third, but went down, allowing Greg Casler to move into third. Gibson recovered but was unable to regain his place near the front. Walker and Neese moved way out in front. Brad Proctor moved up to third. At the finish, it was Walker, Neese, Brad Proctor, Casler and Gibson.

Privette was off the line first again in moto two followed by Proctor and Casler. Again, Walker moved out front, leaving the competition behind. Walker, Neese, Proctor, Casler and Johnson crossed the finish line in order.

Results

P/W: 1. Glenn Cary (Kaw); 2. Kevin Bean (Kaw).
JR MINI: 1. Patrick Greer (Kaw); 2. Jason Baldwin (Yam); 3. Chris Carlson (Suz); 4. Kevin Simpson (Kaw); 5. Chad Newton (Suz).
SR MINI: 1. Patrick Greer (Kaw); 2. Jason Baldwin (Yam); 3. Bill Charles (Kaw); 4. Chris Carlson (Suz); 5. John Sharpe (Hon).
SCHBY: 1. Jim Neese (Kaw); 2. Jason Morgart (kaw); 3. Patrick Greer (Kaw); 4. David Broadhurst (Yam).
25+: 1. Gregory Lykens (Hon); 2. Roger Lineberger (Hon); 3. Darrell Bell (Hon); 4. Moto Joe (Suz); 5. Steve Starnes (Kaw).
35+: 1. Roger Lineberger (Hon); 2.Ira Luplow (KTM); 3. Billy Privette (Hon); 4. Vicki Reynolds (Yam); 5. Robert Overby (Kaw).
125 NOV: 1. Wes Cave (Hon); 2. Darrell Stone (Kaw); 3. Jason Morgart (Kaw); 4. Stevie Gilley (Yam); 5. Tony McGuire (Kaw).
125 AM: 1. Moto Joe (Hon); 2. Craig Ellis (Yam); 3. Tommy Linville (Suz); 4. Don Schmidt (Kaw); 5. Kent Rogerson (Yam).
250 NOV: 1. Mark Kiser (Hon); 2. Billy Reel (Suz); 3. Charles Parrish (Kaw); 4. Lee Martin (Yam); 5. David Russell (Hon).
250 AM: 1. Kent Rogerson (Yam); 2. Don Schmidt (Ho); 3. Steve Addington (Hon); 4. Vincent Brown (Yam); 5. Darrell Bell (Hon).
PRO: 1. Kevin Walker (Yam); 2. Jim Neese (Kaw); 3. Brad Proctor (Yam); 4. Greg Casler (Hon); 5. Kirk Johnson (Yam).

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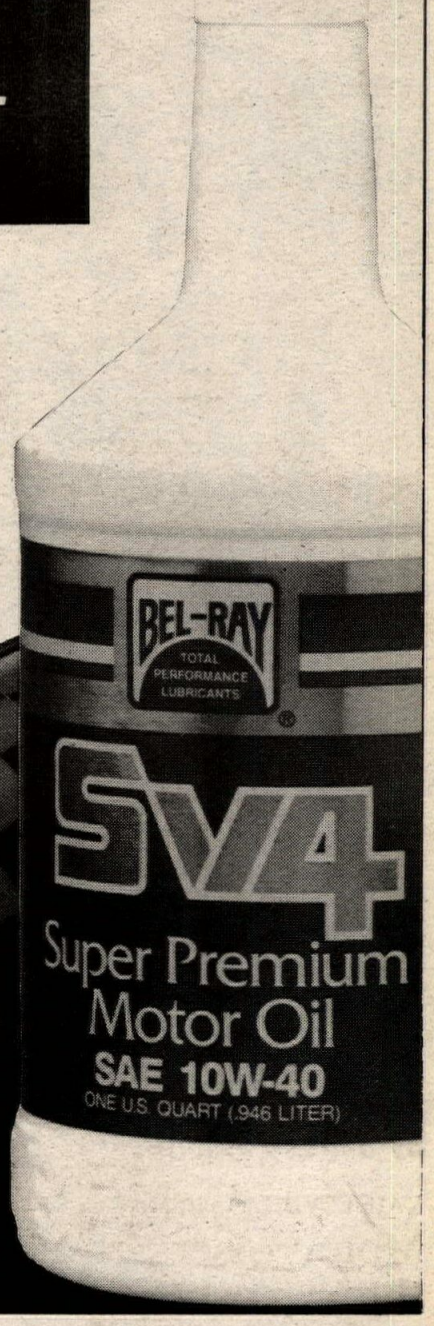

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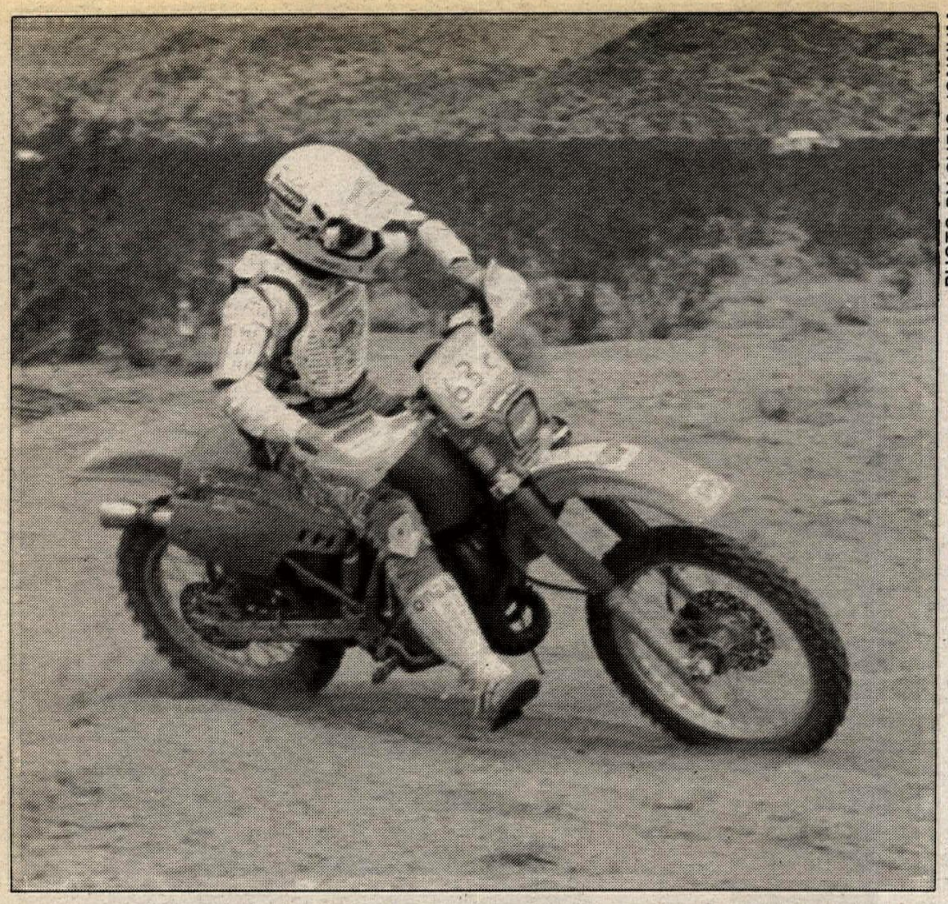

PHOTO BY CHRIS JONNUM

Donnie Simone finished third overall and second in the 200cc A class at the Coyote Derby Enduro in California. Jimmy Lewis took the overall.

Lewis nabs Coyote Derby Enduro win

By Chris Jonnum

RED MOUNTAIN, CA, MAR. 5

Jimmy Lewis took the overall win by one point at the Chaparrals M.C. Coyote Derby Enduro held northeast of the town of Red Mountain. In addition to being the second round of the 1989 AMA District-37 Enduro Series, the event also offered D-37 desert points which attracted a number of desert racers. The competition was also the third round of the D-37 Best of the West Series.

A fairly large turnout showed up for the enduro including Team KTM with last year's overall winner and Best of the West Champion Dan Smith, as well as rally racer Scott Harden aboard a 600cc four-stroke.

Pleasantly warm weather greeted the riders Sunday morning for the 8:00 a.m. start. The enduro consisted of three dusty loops totalling a little over 100 miles. The first loop was technical but not too difficult, while the second one was a little faster with quite a few whoop-de-doos. The third loop offered pretty scenery and fun trails including the ever-popular Sand Hills.

The IRC/Maier/Smith/Thousand Oaks Yamaha, Kawasaki-sponsored Lewis was the only rider to score a six, which included two points for burning a check. Second place went to Thousand Oaks Yamaha, Kawasaki-backed Pete Postel who was jut one point back with a seven. Postel was a minute early to the same check as Lewis. Lewis protested the check, saying that the clock was one minute fast but the club checked the clock and determined it to be correct. Most riders were late to the check.

Donnie Simone tied Postel on minutes but lost out on seconds for third overall. The Duralube/Maier/Smith-sponsored Simone suffered a slight case of brain fade before loop two, thinking that it started at 10:00 rather than 9:50. He started three minutes late but was able to zero the first check on the second loop. He was near the end of his minute, however, and this may have cost him on the tie-breaker.

Fourth and fifth places overall were taken respectively by Steve William and Robb Mesecher, both with scores of 10.

Team KTM had a bad day with Smith electing to drop out due to a still-healing collarbone which he chose to save for the Great Mojave the following weekend. Meanwhile, Harden rode into a mine shaft, injuring his ankle badly enough that he had to make a trip to the hospital. None of the desert racers fared too well in the overall results due not to lack of ability, but to lack of timekeeping equipment. This had many of them burning checks. This didn't stop them from having fun, however.

Desert ace Mike Sixberry, said, "This was my first enduro and I had a lot of fun. I liked the fact that you could ride with your friends and work on your bike a little at the breaks. I'm afraid to say it, but I might be hooked."

Most riders echoed the thoughts of third A Vet rider Willie Kennedy, "They set up a nice, well-marked course. This club always does a good job. It wasn't as tough as last year, more fun than a killer event."

Top woman finisher was Duralube/Gear/Jones/SLO City Cycles-backed Anna Merritt. First B overall finisher was Darren Rivers, followed by Mark Anderson and Al Spangler. The C riders, who rode the first two loops, were headed by Bill Graham, followed by Dan Button and Mark Couch.

Results

O/A: 1. Jimmy Lewis (Yam); 2. Pete Postel (Kaw); 3. Donnie Simone (Kaw); 4. Steve Williams (Yam); 5. Robb Mesecher (Yam); 6. Dan Worley (Hus); 7. Tim Crowder (Yam); 8. Ken Smyer (Hon); 9. William Kennedy (Hon); 10. John Uhern (Hon); 11. Rick Munyon (Hon); 12. Darren Rivers (Hon); 13. Mark Anderson (Suz); 14. Brad McKey (Hon); 15. Phil Van Wey (Hon); 16. Jack Labrum (Hon); 17. Gary Scheidler (Yam); 18. Morris Norman (Hus); 19. David Lanbert Jr. (Kaw); 20. Mike Godfrey (Hon).

Ezell lands Lakeland MX victory

By John Hodge

CLARKSVILLE, TN, FEB. 19

Steve Ezell out-dueled Jeff Stienrock for the 25 Plus class win at round two of the Lakeland MX Winter-Am Series.

Honda-mounted Stienrock and Mid-South Honda supported Ezell battled throughout the six laps in both motos. Stienrock led the attack early on in both motos, but Ezell was able take the lead by lap two. Stienrock would not succumb and kept the pressure applied, but Ezell's flawless performance earned the overall. Tony Whelan pursued from the fourth position, but couldn't put his Kawasaki into the third spot over the Honda of Tim Wallace. James Crawford earned fifth overall.

Stienrock also went to work on the Senior class. Nathan Kennedy, on a Mid-South Honda, took the holeshot and led through lap one of moto one. Kennedy slipped out on the uphill whoops and Ronnie Ray pushed into the lead with Stienrock in tow. Ray flipped out in the roller coaster and quickly restarted, but Stienrock was already into the lead. Stienrock held on for the moto one win, Ray settled in for second and Kennedy cruised to third. Robert Caplinger kept the heat on Rick Cordell for fourth, but Cordell maintained his place at the finish.

Stienrock took the holeshot and win in moto two for the overall honors with the perfect 1-1 score. Kennedy maintained second early in the race, but on lap two slid out and gathered a wheel full of banners, turning the spot over to Ray. Ray went to the finish in second for second overall while Kennedy untangled in time to earn third in moto two and the third overall gold. Cordell and Caplinger repeated their moto one performances to finish the day in the fourth and fifth positions.

Results

85 JR MINI: 1. Scotty Graves (Kaw).
85 SR MINI: 1. Jordan Moneymaker (Suz); 2. Wayne Glaser (Suz); 3. Jason Burkeen (Yam).
125/250 BEG: 1. Ray Koker (Hon); 2. Ray Sebestyen (Hon); 3. Mitchell Wallace (Hon); 4. Kevin McReynolds (Yam); 5. James Mills (Hon).
125 C NOV: 1. Kevin Hill (Yam); 2. Bill Payne (Hon); 3. Chris French (Suz); 4. Tim Cothron (Hon); 5. Richard Working (Kaw).
125 B INT: 1. Timmy Hawthorne (Suz); 2. Martin Vaughn (Yam); 3. Kevin Shemwell (Hon); 4. Ronnie Ray (Suz); 5. Rodney Carrier (Suz).
250 C NOV: 1. Shawn Huguely (Suz); 2. James Crawford (Yam); 3. John Broughton (Suz); 4. Jerry Wilson (Kaw); 5. Neal Owings (Hon).
250 B: 1. Tim Hawthorne (Suz); 2. Chris Caplinger (Cag); 3. Timmy White (Hon); 4. Ronnie Ray (Suz); 5. Joey Noel (Kaw).
250 A EX: 1. Steve Ezell (Hon); 2. Troy Harris (Hon).
25+: 1. Steve Exell (Hon); 2. Jeff Stienrock (Hon); 3. Tim Wallace (Hon); 4. Tony Whelan (Yam); 5. James Crawford (Yam).
SR: 1. Jeff Stienrock (Hon); 2. Ronnie Ray (Suz); 3. Nathan Kennedy (Hon).

PHOTO BY LONNIE PERALTA

Darren Sanford captured the Baja Malibu GP win in B.C. Mexico.

Sanford storms Baja Malibu GP

By Kirk Naylor

ROSARITO BEACH, BAJA CA, MEX, MAR. 4

Darren Sanford, riding a Clairmont Cycle Supply-sponsored Yamaha, was the only rider to complete 15 laps in the Baja Malibu GP to take top honors among the 250cc Pro entries and capture the overall win. Sanford managed to narrowly squeeze in another lap as he crossed the start/finish line just two seconds before the white flag was displayed, signaling the two-hour time limit and giving everyone one more lap to go. Sanford's fine riding gave him the 250cc Pro class lead and the overall on lap eight, when Open Pro class leader Scott Davis apparently made a pit stop. Davis went on to win the Open Pro class and finish second overall, one lap down from Sanford.

The early lead was held by Randy Morales, but it was short- lived. On lap four, Randy went for the brakes but there were none. He then had to back off and try to finish the race, where he wound up fourth overall and second in the Open Pro class.

Filling in the third overall spot and second 250cc Pro was Tim Morton, who was close to the leaders all race long but couldn't gain on eventual winner Sanford.

Rounding out the top five overall was also the top Sportsman and 250cc Expert class winner, Beebe Zartuche.

Following the top five, in sixth overall and third 250cc Pro was Earl Roberts, while seventh overall went to Vince Skandukas who took the second spot in the 250cc Expert class. George Pennington nabbed eighth overall and Glen Coahran followed in ninth overall and fifth 250cc Pro. The top nine overall riders finished on the same lap, 14, within a few minutes of each other.

Joey Lane completed the top 10 overall, running 13 laps to finish sixth in the 250cc Pro class.

Results

O/A: 1. Darren Sanford (Yam); 2. Scott Davis (Hon); 3. Tim Morton (Hon); 4. Randy Morales (Yam); 5. Beebe Zertuche (Yam).
125 BEG: 1. Ricardo Malo; 2. Bill Gentry; 3. Evan Johnson (Yam); 4. Kenny Miller (Yam); 5. Raul Gallo (Suz).
250 BEG: 1. William Carman (Hon); 2. Brian Salley (Hon); 3. Arturo Salas (Kaw); 4. Victor Martinezch (Hon); 5. Tom Wimberly (Yam).
250 NOV: 1. Danny Cantu (Yam); 2. Eric Purkey (Yam); 3. Curran Saxey (Hon); 4. Blair Pike (Kaw); 5. Diego Medina (Suz).
250 INT: 1. Andy Cassio (Kaw).
250 SR: 1. Billy Ydiando (Cag).
250 EX: 1. Beebe Zertuche (Yam); 2. Vince Skandunas (Hon); 3. Armando Lobato (Hon).
250 PRO: 1. Darren Sanford (Yam); 2. Tim Morton (Hon); 3. Earl Roberts (Hon); 4. George Pennington (Yam); 5. Glen Coahran (Yam).
OPEN BEG: 1. Raul Butierriz (Hon); 2. Armando Lopez (Hon); 3. Rafael Tonella (Hon).
OPEN NOV: 1. John Hodel (Hus); 2. Jeff Bragia (Kaw); 3. Eric Mullennix (Hus).
OPEN SR: 1. Art Cossio (Hus).
OPEN EX: 1. Robert Casas (Hon).
OPEN PRO: 1. Scott Davis (Hon); 2. Randy Morales (Yam).
VET 250: 1. Mark Daniels (Hon); 2. Guillermo Rubio (Kaw).
VET OPEN: 1. Guy Mosier (Hus); 2. Ross Gregory (Hus); 3. Stephen Guerrero (KTM); 4. Bryan Muiter (Yam); 5. Randy Thompson (Hon).

Lawson doubles at Rocky Ridge HS/MX

By John Staub

IMPERIAL, PA, FEB. 26

With temperatures in the high 20s and an unforecasted two inches of snow, riders still showed up from six states to challenge each other at today's Rocky Ridge Motocross and Hare Scrambles.

In the motocross race, the highlight of the day was Shane Lawson's riding. The PJ-1/BT Racing/American Honda-sponsored rider took double firsts in both the 85cc Senior and 125cc B classes. Other riders with the stamina to get first in both motos included Mike Fenton (125cc C), Dennis Oliver (Open B) and Mike Gandjos (250cc C). Jeff Decker scored wins in the 85cc Intermediate and Super Mini classes while Dave Kaufman took the Senior win on his Yamaha.

In the hare scramble, Rick Kresic, in the non-point paying Studded class, took the holeshot and kept the lead throughout the race. KTM-mounted Robert Tominello, making the seven and a half mile course with an average time of 17 and a half minutes, was next in line to get the overall award since it is given only to a point-paying class rider.

Results

MOTOCROSS
125 B: 1. Shane Lawson (Hon); 2. Dennis Dillin (Kaw); 3. Bob Luketic (Hon).
125 C: 1. Mike Fenton (Hon); 2. Chris Sokol (Yam); 3. Wayne Hickman (Kaw).
250 B: 1. Don Knoch (Yam); 2. Pete Falconi (Hon); 3. Rob Black (Hon).
250 C: 1. Mike Gandjos (Kaw); 2. James Miller (Hon); 3. Brian Watchek (Kaw).
OPEN B: 1. Dennis Olliver (Hon); 2. David Norris (Hon); 3. Ray Rink (Hon).
OPEN C: 1. Leonl Desmet (Hon); 2. Mike Lee (Kaw); 3. Patrick Sweeney (Kaw).
250 A: 1. Dave Onuska (KTM); 2. Mark Garrison (Hon).
OPEN A: 1. Greg Payne (Kaw).
SR: 1. Dave Kaufman (Yam); 2. Dave Knoch (Yam); 3. Jack Machuta (Hon).
S/SR: 1. Ron Bailey (Suz); 2. James Danner (Kaw).
SCHBY: 1. John Walker (Hon); 2. Jamie Ross (Ho); 3. Ted Greene (Suz).
85 INT: 1. Jeff Decker (Suz); 2. Scott Sokol (Suz); 3. Greg Martinelli (Hon).
85 SR: 1. Shane lawson (Hon); 2. Ted Greene (Suz); 3. John Walker (Ho).
85 S/MINI: 1. Jeff Decker (Suz); 2. Sonny Morocca (Hon); 3.Mike Kosanovic (Kaw).
HARE SCRAMBLES
200 A: 1. Robert Tominello (KTM).
200 B: 1. Matt Aubele (Kaw); 2. Brian Keegan (Suz); 3. Ron Hartman (Kaw).
250 A: 1. Ron Lojak (Yam).
250 B: 1. Rich Bryan (Suz); 2. Frank Keegan (Yam); 3. Dave Jones (Yam).
OPEN A: 1. Jeff Murgel (KTM).
OPEN B: 1. Norm Chappell Jr. (Hon); 2. James Martineck (KTM); 3. Paul Ferris (Hon).
JR: 1. David Molnar (KTM); 2. Don Bohn (Suz); 3. James Stanley (Suz).
SR B: 1. Steve Zdybicki (Suz).
STUD: 1. Richard Kresic (Yam); 2. Steve L. Dollman (KTM); 2. Steve A. Dollman (KTM).
NOV: 1. Scott Allison (Yam).
85 12-15: 1. Robert Stick (Suz).
85 7-11: 1. Eric Hone (Kaw).

Murray scores SRAC MX win

By Larry Johnson

LAKEWOOD, CO, FEB. 26

Today ws the first race of the 1989 Sports Riders Association of Colorado motocross season, and it was also two firsts for 125cc Pro rider Gil Murray.

Whether the first event would even be run was in doubt right up until the gates opened. A foot of snow covered the track until very late in the week. But when the Pros hit the track at daybreak, ice laid just beneath the surface, making the morning racing very precarious.

None of this deterred Murray. He gated right behind Josh Kellogg in moto one then took the lead on the first lap, where he stayed to the checkers. Kellogg remained close while Stacey Cook regrouped from a crash to finish third. The victory was Murray's first ever in the Pro ranks.

He gated third behind Robert Revoir and Tim Buchli in moto two, but, again, put his Kawasaki in front on lap one. However, Cook took the lead on lap three and Buchli moved up to second on lap nine, jeopardizing Murray's chances at the overall. But Murray regained second on the white flag lap where he finished behind Cook. The timely move assured Murray his first ever Pro overall.

Cook was able to salvage his day with a first overall in the 250 Pros. He took his Weidler Dynamics Honda to a first in moto one ahead of Corey Cope, then secured the victory with a second in round two behind Derek Brown, who finished fifth in moto one.

Open Pro Dave Newell has been wanting some competition for the past few years to make things more challenging and Brown is going to provide that. Brown won moto one, due partly to the fact Newell crashed on the icy track. But Newell was able to get up and finish second. Then he put himself in the lead in round two and paced himself a few seconds ahead of Brown for the win and the overall. ●

Results

60 NOV: 1. John-Paul Lytton (Kaw).
60 AM: 1. Cory Pearman (Kaw).
80 NOV #1: 1. Eric Johnson (Kaw); 2. Andy Reyes (Kaw); 3. Mike Jones (Kaw).
80 NOV #2: 1. Joey Kendall (Kaw); 2. Mike Musser (Kaw); 3. Jeremy Hinrichs (Kaw).
80 AM: 1. Barry Lynch (Kaw); 2. Shawn Malone (Suz).
80 EX: 1. Shawn Morgan (Kaw).
125 NOV: 1. Bobby Stanley (Hon); 2. Jason Locker (Hon); 3. Nathan Farmer (Kaw).
125 AM: 1. Shawn Secrest (Kaw); 2. Jeff Moore (Yam); 3. Jason Rush (Kaw).
125 PRO: 1. Gil Murray (Kaw); 2. Stacey Cook (Hon); 3. Tim Buchli (Yam).
250 NOV: 1. Ernie LeMay (Hon); 2. Jeff Koop (Yam); 3. Mike Zawacki (Kaw).
250 AM: 1. Bob Semborski (KTM); 2. Jeff Moore (Yam); 3. Brad Barlish (Hon).
250 PRO: 1. Stacey Cook (Hon); 2. Corey Cope (Suz); 3. Derek Brown (Kaw).
OPEN NOV: 1. Mike Riley (Hon); 2. Brian Thomsen (Hon); 3. Willie Glover (Hon).
OPEN AM: 1. Frank Rogers (Yam).
OPEN PRO: 1. Dave Newell (Kaw); 2. Derek Brown (Kaw); 3. Keith Campbell (Yam).
VET NOV: 1. Dale Nickell (Kaw); 2. Ken Bowens (Yam); 3. Mlke Marshall (Hon).
VET AM: 1. Mike Martin (Yam); 2. Ed Miller (Hon); 3. Mark Anderson (Kaw).
VET EX: 1. Jim Eckert (Hon); 2. Bruce Field (Hon); 3. Kirk Medina (Hon).
SR NOV: 1. Bob Jackson (Yam); 2. Chuck Johnston (ATK); 3. Mike Maurer (Hon).
SR AM: 1. John Fridlund (Yam); 2. Stan Heffner (Yam).
SR EX: 1. Dave Wollaston (Suz); 2. Vic Barlish (Yam); 3. Byron Wolf (Hon).
OVER 50: 1. Jim Anderson (Kaw); 2. Wayne McFetridge (Suz).

Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/26	Suzuka, Japan
4/9	Phillip Island, Australia
4/16	Laguna Seca, United States
4/30	Jerez, Spain
5/14	Misano, Italy
5/28	Hockenheim, West Germany
6/4	Salzburg, Austria
6/11	Rijeka, Yugoslavia
6/24	Assen, Holland
7/2	Spa, Belgium
7/16	Le Mans, France
8/6	Donington Park, England
8/27	Brno, Czechoslovakia
9/17	Goiania, Brazil

*Tentative

World C'ship Superbike Road Race Series

3/26	Donington Park, England
4/30	Hungaroring, Hungary
5/14	Rio de Janeiro, Brazil
5/21	Buenos Aires, Argentina
6/4	Mosport, Canada
6/11	Brainerd, MN, USA
6/22	Assen, Holland
7/2	Oesterreichring, Austria
7/30	Paul Ricard, France
8/27	Sugo, Japan
9/17	Hockenheim, West Germany
9/24	Pergusa, Sicily
10/8	Oran Park, Australia
10/15	Manfield, New Zealand

World C'ship 500cc MX Series

4/2	Valkenswaard, Holland
4/16	St. Jean d' Angeley, France
4/23	Schwanenstadt, Austria
5/7	Fermo, Italy
5/28	Ruskeasanta, Finland
6/4	Huskvara, Sweden
6/18	Hollister, CA, United States
7/2	Balasserona, San Marino
7/23	Farleigh Castle, Great Britain
8/6	Namur, Belgium
8/13	Ettlebruck, Luxembourg
8/27	Wohlen, West Germany

World C'ship 250cc MX Series

4/16	Payerne, Switzerland
5/7	Sittendorf, Austria
5/28	Sverepec, Czechoslovakia
6/4	Herleen, Holland
6/18	Rozerieulles, France
7/2	Maracay, Venezuela
7/9	Unadilla, NY, United States
7/23	Reiserberg, West Germany
8/6	Ulricehamn, Sweden
8/13	Hyvinkaa, Finland
8/27	Angreau, Belgium

World C'ship 125cc MX Series

4/2	Faenza, Italy
4/16	Moron, Spain
4//23	Cortehle, Portugal
5/7	Oss, Holland
5/28	Borgloon, Belgium
6/4	Gerstetten, West Germany
6/18	Dalecin, Czechslovakia
7/2	TBA, Great Britain
7/8	Killinchy, N. Ireland
8/6	Campos Jordao, Brazil
8/13	Cosquin, Argentina
8/27	Ahun, France

Motocross des Nations

9/10	Gaildorf, West Germany

International Six Days Enduro

9/25-30	Waldurn, West Germany

World C'ship Observed Trials Series

3/25	Ireland
4/30	Italy
5/29	Winchester, TN, USA
6/4	Niagara Falls, Ont., Canada
6/25	France
7/9	Switzerland
7/16	Spain
7/30	Austria
8/6	Czechoslovakia
8/27	West Germany
9/10	Luxemburg

Trials des Nations

9/17	Belgium

World C'ship Formula One Road Race Series

5/14	Japan
6/3	Isle of Man
6/22	Holland
7/2	Portugal
7/16	Finland
8/13	Ireland

Camel Pro/AMA Grand National C'ship Dirt Track Series

4/8	Sacramento, CA M
5/13	Gardena, CA H/M
*5/21	San Jose, CA M
5/28	Springfield, IL M
*6/3	Louisville, KY H/M
6/24	Lima, OH H/M
7/1	Hagerstown, MD H/M
*7/15	Parkersburg, WV H/M
*7/23	DuQuoin, IL M
*August TBA	Peoria, IL TT
*8/26	Indianapolis, IN M
*9/3	Springfield, IL M
*9/10	Syracuse, NY M
9/17	San Jose, CA M
*9/30	Gardena, CA H/M
*10/7	Sacramento, CA M

* Will include Camel Challenge race. Schedule subject to change.
Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

4/2	Woodstock, GA ST
4/22	Phoenix, AZ HM
6/11	Peoria, IL TT
7/9	Middletown, NY HM
7/21	Memphis, TN HM
*7/22	White City, IL HM
8/11	Sturgis, SD ST
8/19	Hamburg, NY HM
9/23	Castle Rock, WA TT
*10/4	Mesquite, TX HM
*10/15	TBA M

* Tentative
Info 614/891-2425

AMA Junior Nat'l C'ship Dirt Track Series *

5/13	Gardena, CA HM
5/21	San Jose, CA M
5/28	Springfield, IL M
6/11	Peoria, IL TT
6/24	Lima, OH HM
6/25	Bridgeton, MI TT
7/1	Hagerstown, MD HM
7/9	Middletown, NY HM
7/23	DuQuoin, IL M
8/11	Sturgis, SD ST
8/19	Hamburg, NY HM
9/10	Syracuse, NY M

Info 614/891-2425

AMA Regional C'ship Dirt Track Series *

4/30	Boise, ID TT
5/7	Lodi, CA ST
5/29	York, PA HM
6/10	Dayton, OH HM
6/17	Greenville, OH HM
6/23	Orrville, OH HM
6/25	Bridgeton, MI TT
7/4	Ashland, OH HM
8/13	Sturgis, SD HM
9/22	Castle Rock, WA TT

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Amateur Dirt Track Series

7/9	Henry, IL HM
7/12	Peoria, IL ST
7/15	Peoria, IL SC

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

5/7	Road Atlanta, GA
6/18	Loudon, NH
6/25	Road America, WI
7/2	Heartland Park, KS
8/6	Mid-Ohio, OH
8/13	Sears Point, CA
10/22	Moroso, FL

*Tentative
Info 614/891-2425

AMA/CCS Yokohama Endurance Road Race Series

5/13-14	Atlanta, GA
6/17-18	Loudon, NH
6/24-25	Elkhart Lake, WI
7/8-9	Monterey, CA
8/5-6	Lexington, OH
8/13	Atlanta, GA
9/10	Talladega, AL
9/30-10/1	Sonoma, CA
10/28-29	Daytona, FL

Info 704/684-4297

AMA/CCS Yokohama Nat'l C'ship Supersport Road Race Series

5/6-7	Atlanta, GA
6/10-11	Brainerd, MN
6/17-18	Loudon, NH
6/24-25	Elkhart Lake, WI
7/1-2	Topeka, KS
8/5-6	Lexington, OH
8/12-13	Sonoma, CA
10/21-22	Miami, FL
10/28-29	Daytona Beach, FL

Info 704/684-4297

AMA/Camel Nat'l C'ship SX Series

3/25	Tampa, FL
4/1	Dallas, TX
4/15-16	Pontiac, MI
5/6	E. Rutherford, NJ
6/3	Oklahoma City, OK
6/10	Los Angeles, CA

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

4/23	Sacramento, CA
4/30	Axton, VA
5/21	Southwick, MA
5/28	Mt. Morris, PA
7/2	Buchanan, MI
7/9	250cc GP New Berlin, NY
7/16	Troy, OH

Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series

6/18	500cc GP Hollister, CA
8/20	Millville, MN
8/27	Washougal, WA
9/24	Binghamton, NY
10/1	Delmont, PA
10/8	Budds Creek, MD
10/15	New Berlin, NY
10/29	Hollister, CA

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

4/23	Morrison, IL
5/7	Traverse City, MI
5/28	McArthur, OH
7/23	Goodman, MS
8/13	Speedsville, NY
8/20	Moorestown, MI
9/3	New Waverly, TX
9/10	Winterset, IA
10/22	W. Greenwich, RI
10/29	Redding, CA

* Tentative

AMA/Wiseco/Yamaha Grand Nat'l Cross Country Series

4/2	Hurricane Mills, TN
4/16	Brownsville, PA
4/30	Tarentum, PA
5/21	Beckley, WV
6/4	Bristol, TN
6/18	Davis, WV
9/10	Hookstown, PA
9/24	Waterford, OH
10/8	Mt. Morris, PA
10/29	Tarentum, PA

AMA Nat'l C'ship Hare Scramble Series

4/2	Hurricane Mills, TN
4/9	Cadiz, KY
4/16	Redding, CA
5/14	St. Johns, PA
5/21	Flat Top, WV
7/2	Ketchum, ID
7/9	Millville, MN
8/27	Lynnville, IN
10/22	Flat River, MO

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

4/2	Murphy, ID
7/30	Wells, NV
8/27	Wells, NV

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PRESENTS

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NMA RIDER & BIKE CLASSES	Age Groups	Rider Classification	Bike cc Limit & Classes
PEE WEES	Thru 8 yrs.	Open	61cc Stk. & Mod.
JR. CYCLES	6 thru 8 yrs.	Open	61cc Stk.
	9 thru 11 yrs.	Open	61cc Stk. & Mod.
MINICYCLES	9 thru 11 yrs.	Open	83cc Stk. & Mod.
	12 thru 16 yrs.	Beginner	83cc Stock
	12 thru 16 yrs.	Nov., Int., Expert	83cc Stk. & Mod.
	9 thru 11 yrs.	Open	105cc Modified
SUPER MINI MOTORCYCLES	12 thru 18 yrs.	Open	112cc Modified
	No Age Limit	Beginner	125cc Stock
	No Age Limit	Nov., Int., Pro	125cc Stk. & Mod.
	No Age Limit	Nov., Int., Pro	250cc Stk. & Mod.
	No Age Limit	Non-Pro only	500cc Open
WOMEN	No age limit	Open	125cc Open
VETS	Over 30	Open	Open

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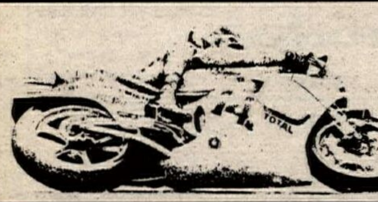

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EACH CLASS RACE 45 MINUTES
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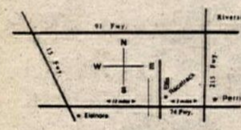
8:30 AM	80cc & Women, Vintage
9:30 AM	CRC Vets
10:30 AM	Int/Pro
11:30 AM	Quads
12:30 PM	Parade Lap
1:00 PM	BEG
2:00 PM	NOV-Jr Vet (+25)
3:00 PM	Team Race

Mail Entry	$20
Non Member	$25
Post Entry	$25
Non Member	$30



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P.R.R.A. Hollister Hills, CA
SPRING MX SERIES

APRIL 9	Carnegie SVRA
APRIL 30	Hollister Hills, CA
MAY 7	Prairie City SVRA
MAY 21	Hollister Hills, CA

Info: (415) 968-1599

What's happening?
Cycle News Calendar.

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9/10	Maybelle, CO
10/22	Lucerne, CA

Info 614/891-2425

AMA Nat'l Reliability Trials Series

4/29-30	Tulsa, OK
6/3-4	Rose City, MI
6/9-12	Idaho City, ID
6/24-25	Yamhill, OR

Info 614/891-2425

AMA/Wiseco Grand Nat'l Cross Country Series

4/2	Hurricane Mills, TN
4/16	Brownsville, PA
4/30	Tarentum, PA
5/21	Beckley, WV
6/4	Bristol, TN
6/18	Davis, WV
9/10	Hookstown, PA
9/24	Waterford, OH
10/8	Mt. Morris, PA
10/29	Tarentum, PA

Info 304/594-1157

MRA Nat'l C'ship MX

7/8-9	Coldwater, MI

IDBA Nat'l C'ship Drag Race Series

4/14-16	Memphis, TN
5/19-21	Bowling Green, KY
6/16-18	Rockingham, NC
7/14-16	Columbus, OH
8/11-13	Ontario, CAN
9/15-17	Norwalk, OH
10/13-15	Commerce, GA

Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series

3/25-26	Las Vegas, NV
4/7-9	Dallas, GA
4/22-23	Ennis, TX
5/5-6	Cicero, NY
5/20-21	Palmdale, CA
6/9-10	TBA
6/24-25	Leicester, NY
7/8-9	Spokane, WA
8/4-5	Lebanon, NY
8/13-20	Wendover, UT
9/2-3	Wilmington, DE
9/9-10	Bakersfield, CA
9/23-24	Union Grove, WI
9/29-10/1	Bradenton, FL
10/7-8	Phoenix, AZ
10/28-29	Baytown, TX
11/4-5	Palmdale, CA
11/17-19	Gainesville, FL

Info 315/735-1661

AMRA Nat'l C'ship Drag Race Series

5/6-7	Dallas, TX
6/10-11	Union Grove, WI
7/1-2	Humbolt, IA
7/15-16	Fairmont, IL
8/8-10	Sturgis, SD
9/16-17	Bunker Hill, IN
10/7-8	Clarksville, TN

Infc 312/250-0838

SCRA Drag Race Series

4/8-9	Commerce, GA
4/30	Greensboro, NC
5/21	Farmington, NC
6/3-4	Greensboro, NC
6/18-19	Rockingham, NC
7/8	Farmington, NC
8/5	Farmington, NC
8/19-20	Rockingham, NC
9/23-24	Greensboro, NC
10/29	Farmington, NC

Info 919/697-7690

SETRA C'ship Enduro Series

4/30	Raeford, FL
5/14	Abbeville, SC

Info 404/532-6832

SETRA C'ship Hare Scramble Series

4/2	Sevierville, TN
5/21	Union, SC

Info 404/967-3630

WERA/Toyota/Dunlop Formula USA Nat'l C'ship Road Race Series

5/6-7	Willow Springs, CA
5/20-21	Portland, OR
6/23-25	Pocono, PA
7/1-2	Grattan, MI
9/2-3	Memphis, TN
9/9-10	Willow Springs, CA
10/7-8	Indianapolis, IN
11/4-5	Braselton, GA

Info 803/681-9372

WERA/EBC Brakes Nat'l Endurance Road Race Series

4/29	E. St. Louis, IL
5/6	Rosamond, CA
5/20	Portland, OR
7/1	Grattan, MI
7/15-16	Garrettsville, OH
8/5	Long Pond, PA
8/19	Summit Point, WV
9/2	Millington, TN
9/9-10	Rosamond, CA
10/7	Clermont, IN
10/14	College Station, TX
11/3	Braselton, GA

Info 803/681-9372

WERA Nat'l C'ship Road Race Series

Northeast/Mid-Atlantic Region

4/8-9	Rockingham, NC
4/15-16	Summit Point, WV
5/6-7	Garrettsville, OH
5/13-14	Rockingham, NC
5/27-28	Summit Point, WV
6/23-25	Long Pond, PA
7/8-9	Faulkville, GA
7/15-16	Garrettsville, OH
8/5-6	Long Pond, PA
8/19-20	Summit Point, WV
9/2-3	Garrettsville, OH
9/30-10/1	Garrettsville, OH
10/14-15	Summit Point, WV

Southeast Region

4/8-9	Rockingham, NC
4/29-30	Faulkville, GA
5/13-14	Rockingham, NC
6/17-18	Braselton, GA
6/23-25	Long Pond, PA
7/8-9	Faulkville, GA
7/29-30	Faulkville, GA
8/12-13	Talladega, AL
9/2-3	Millington, TN
9/16-17	Talladega, AL
9/30-10/1	Faulkville, GA

North Central Region

4/8-9	Clermont, IN
4/22-23	Grattan, MI
5/6-7	S. Beloit, IL
5/20-21	Grattan, MI
5/27-28	Milwaukee, WI
6/23-25	Long Pond, PA
7/1-2	Grattan, MI
7/22-23	Milwaukee, WI
8/5-6	Grattan, MI
8/26-27	S. Beloit, IL
9/23-24	Grattan, MI
10/7-8	Clermont, IN

Mid-Central Region

4/2	E. St. Louis, IL
4/22-23	Millington, TN
4/29-30	E. St. Louis, IL
5/20-21	Talladega, AL
6/23-25	Long Pond, PA
6/24-25	Talladega, AL
7/8-9	E. St. Louis, IL
7/29-30	E. St. Louis, IL
8/12-13	Talladega, AL
8/20	E. St. Louis, IL
9/2-3	Millington, TN
9/16-17	Talladega, AL
10/7-8	Clermont, IN

South Central Region

4/15-16	Henderson, TX
5/13-14	TBA
6/23-25	Long Pond, PA
6/11-12	Henderson, TX
7/1-2	College Station, TX
7/29-30	TBA
8/26-27	College Station, TX
9/2-3	Millington, TN
9/16-17	Henderson, TX
10/14-15	College Station, TX

Pacific Region

4/1-2	Willow Springs, CA
5/6-7	Willow Springs, CA
6/3-4	Willow Springs, CA
9/8-10	Willow Springs, CA
9/30-10/1*	Rosamond, CA

* Tentative
Info 803/681-9372

WERA Grand Nat'l Final

11/2-5	Braselton, GA

NETA C'ship Trials Series

4/2	Exeter, RI
4/30	Bloomingrove, NY
5/7	Chepachet, RI
6/11	Meriden, CT
7/23	Wrentham, MA
8/13	Wrentham, MA
9/17	Ossipee, NH
9/23	Meriden, CT
10/14-15	Conway, NH
10/29	Chepachet, RI

Info 617/695-1506

STRA C'ship Trials Series

4/16	Crossville, TN
4/30	Hendersonville, NC
8/12-13	Berea, KY
9/30-10/1	Cullman, AL
10/15	Winchester, TN
10/29	Cleveland, GA
11/12	Pigeon Forge, TN

Info 615/967-3008

NESC C'ship Motocross Series

3/26	Middleboro, MA
4/2	Middleboro, MA
4/9	Southwick, MA
4/16	Middleboro, MA
4/23	Middleboro, MA
4/30	Southwick, MA
5/7	Middleboro, MA
5/14	Southwick, MA
5/21	Southwick, MA
5/28-29	Waterboro, ME
6/4	Central Village, CT
6/11	Southwick, MA
6/18	Greenfield, MA
6/25	Central Village, CT
7/2	Southwick, MA
7/9	Unadilla, GP NY
7/16	Greenfield, MA
7/23	Lewiston, ME
7/30	Southwick, MA
8/6	Lewiston, ME
8/13	Southwick, MA
8/20	Central Village, CT
9/3-4	Waterboro, ME
9/10	Southwick, MA
9/17	Central Village, CT
10/1	Southwick, MA
10/8	Middleboro, MA
10/22	Southwick, MA
10/29	Middleboro, MA
11/5	Middleboro, MA
11/12	Middleboro, MA

Info 413/772-0685

NETRA C'ship Enduro Series

5/21	Somers, CT
6/4	Wrentham, MA
6/11	Southampton, MA
6/18	Marlborough, CT
6/25	W. Warren, MA
7/23	Oxford, MA
8/20	Weare, NH
9/10	Lee, MA
9/24	Adams, MA
10/15	W. Greenwich, RI
11/5	Stafford, CT
11/19	Marlborough, CT

Info 203/875-5757

NETRA C'ship Hare Scrambles Series

7/9	Union, CT
7/16	Windsor, MA
7/30	Fishouse, NY
8/6	Thomaston, CT
8/27	Cheshire, MA
9/17	N. Petersburg, NY
10/8	Fishouse, NY
10/22	SouthCentral, MA
10/29	Wrentham, MA

Info 203/875-5757

OMRRA Road Race Series

4/16	Portland, OR
5/20-21	Portland, OR
7/23	Portland, OR
8/20	Portland, OR
9/24	Portland, OR
10/15	Portland, OR

SERA Enduro Series

4/16	Meridian, MS
4/30	Hattiesburg, MS
5/28	Alexandria, LA
7/23	AMA Nat'l Goodman, MS
8/13	Breezy Hill, LA
9/10	Goodman, MS
9/24	Maline, AL
10/8	Saucier, MS
11/12	Selma, AL

Info 504/748-8569

SERA Hare Scrambles Series

4/2	Goodman, MS
6/11	Watson, LA
6/25	Selma, AL
7/9	Wiggins, MS
8/27	Hattiesburg, MS

Info 504/748-8569

AHRMA Historic Cup Road Race Series

5/5-7	Braselton, GA
6/16-18	Loudon, NH
6/23-25	Elkhart Lake, WI
6/30-7/2	Topeka, KS
8/4-6	Lexington, OH
8/11-13	Sonoma, CA
9/9	Steamboat Springs, CO
10/20-22	W.Palm Beach, FL

Info 419/253-4442

AHRMA-West (CVRG) Vintage Road Race Series

3/26	Riverside, CA
4/2	Sonoma, CA
5/14	Sonoma, CA
6/4	Sonoma, CA
7/16	Sonoma, CA
8/13	Sonoma, CA
9/9	Steamboat Springs, CO
*10/29	Sonoma, CA

* Tentative
Info 415/829-6091

AHRMA Nat'l Vintage MX Series

6/17	Southwick, MA
7/3	Buchanan, MI
8/6	Thornville, OH
9/8	Steamboat Springs, CO
10/22	Brentwood, CA

Info 419/253-4442

AHRMA-West (CVRG) Vintage MX Series

4/9	Marshall, CA
4/30	Eugene, OR
6/18	Perris, CA
9/8	Steamboat Springs, CO
10/22	Brentwood, CA
11/19	Tulare, CA

Info 415/829-6091

AHRMA Vintage Trials Series

4/22-23	Toronto, OH
8/5-6	Thornville, OH
9/7	Sreamboat Springs, CO
10/15	Livermore, CA
12/10	Kettleman, CA

Info 419/253-4442

CRA C'ship Road Race Series

5/13-14	Brainerd, MN
6/3-4	Brainerd, MN
7/8-9	Brainerd, MN
9/16-17	Brainerd, MN

Info 612/332-4070.

AMA/NATC Nat'l C'ship Observed Trials Series

5/20	Cuba, NY
5/21	Steubenville, OH
5/27	Winchester, TN
6/24-25	Gainesville, TX
7/1	Cedar City, UT
7/4	TBA, CO
9/2	Seattle, WA
9/4	Bridge of the Gods, WA

ATA C'ship Trials Series

5/13-14	La Cresta, CA
6/3-4	Big Bear, CA
9/17	Cactus Flats, CA
10/8	Corral Canyon, CA
10/29	Lucerne Valley, CA
11/12	TBA

Iowa Enduro Series

4/9	Morrison, IL
6/11	Eldon, IA
8/27	Stratsford, IA
9/10	Nat'l Winterset, IA
9/24	Ainsworth, IA
10/1	Bartlett, IA
10/29	Waterloo, IA

Info 515/279-3962

Iowa Hare Scrambles Series

4/30	Ankeny, IA
5/7	Anamosa, IA
5/21	Fort Dodge, IA
6/4	Castana, IA
6/18	Winterset, IA
7/2	4 Hr. Fort Dodge, IA

Info 515/279-3962.

ARRA C'ship Series

4/8-9	Willow Springs, CA
5/20-21	Willow Springs, CA
6/17-18	Willow Springs, CA
7/1-4	Willow Springs, CA
7/22-23	Willow Springs, CA
8/12-13	Willow Springs, CA
8/26-27	Willow Springs, CA
9/16-17	Willow Springs, CA
10/21-22	Willow Springs, CA
11/11-12	Willow Springs, CA
12/16-17	Willow Springs, CA

Info 805/966-5700

Sabine Enduro Circuit Series

4/9	Nacogdoches, TX
5/28	Forest Hill, LA
6/4	Prescott, AR

Info 409/722-7926

MXNW Super Series

5/6	Woodland, WA
5/21	Sandy, OR
6/4	Portland, OR
7/2	Albany, OR
7/16	Washougal, WA

Info 503/761-6042

NMA C'ship Enduro Series

4/2	Belfair, WA
6/10	Bellingham, WA
9/24	Mount Vernon, WA
10/1	Tenino, WA
10/8	Belfair, WA
10/29	Bellingham, WA
11/19	Bellingham, WA

Info 206/943-1559

NMA C'ship Off-Road Series

4/16	Mount Vernon, WA
6/4	McKenna, WA
6/11	Bellingham, WA
9/9	Sultan, WA
11/12	Shelton, WA
11/25	Seattle, WA
12/3	Shelton, WA

Info 206/943-1559

Mickey Thompson Off-Road C'ship Series

4/8	New Orleans, LA
4/15	Houston, TX
5/6	Pasadena, CA
7/22	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV
10/TBA	No. Cal., CA

Info 714/938-4100

MRA C'ship Series

5/7	Longmont, CO
5/21	Denver, CO
6/4	Aspen, CO
6/25	Denver, CO
7/16	Denver, CO
7/30	Longmont, CO
8/12	Endurance, Denver, CO
8/13	Denver,CO
8/27	Pueblo, CO
9/9-10	Steamboat Springs, CO
9/24	Denver, CO

Info 303/443-7446

AMA Florida Grand Slam Series of MX

3/25	Tampa, FL
4/1-2	Gainesville, FL

Info 813/822-8929

FGPRA C'ship Road Race Series

4/23	Sebring, FL
6/4	Sebring, FL
6/25	Sebring, FL
8/6	Sebring, FL
9/4	Sebring, FL
10/1	Sebring, FL
11/12	Sebring, FL
12/17	Sebring, FL

Info 813/665-4098

AFM North C'ship Series

4/2	Sonoma, CA
5/13-14	Sonoma, CA
6/3-4	Sonoma, CA
7/15-16	Sonoma, CA
8/6	Sonoma, CA
9/3-4	Sonoma, CA
10/29	Sonoma, CA

Info 327-0908

AFM South C'ship Series

3/25-26	Riverside, CA
4/1-2	Riverside, CA
4/9	Chandler, AZ
5/27-28	Chandler, AZ
8/5-6	Riverside, CA

Info 213/326-5679

Texas State C'ship Observed Trials Series

4/8-9	Pampa, TX
4/22	Ft. Worth, TX

Info 214/231-2372

USBA Road Race Series

4/29	Salt Lake City, UT
4/30	6-Hr.End. Salt Lake City, UT
5/14	Salt Lake City, UT
6/11	Salt Lake City, UT
7/23	Salt Lake City, UT
8/20	Salt Lake City, UT
9/3	Salt Lake City, UT
9/17	Salt Lake City, UT
10/1	Salt lake City, UT

Info 801/546-0216

SCORE Int'l Off-Road Series

6/2-4	Presidente Baja Int'l Ensenada, Baja, Mexico
11/9-12	Presidente Baja 1000 Ensenada, Baja CA, Mexico

SRA Grand Prix C'ship Series

4/16	Rosarito Bch, Baja, Mex.
4/30	San Bernardino, CA
5/21	Carlsbad, CA
6/25	Perris, CA
7/30	Carlsbad, CA
8/27	Perris, CA
9/24	Carlsbad, CA
10/15	Rosarito Bch, Baja, Mex.
10/29	San Bernardino, CA
11/19	Perris, CA

Info 714/957-2985

Triple Crown of Baja Off Road Series

5/5-7	Tecate, B.C., Mex.
7/14-16	Mexicali, B.C., Mex.
9/15-17	San Felipe, B.C., Mex.

Info 818/340-5750

Grans Prix de Baja Series

6/17	Tecate, B.C., Mex.
8/26	Ensenada, B.C., Mex.
10/21	San Felipe, B.C., Mex.

Info 818/340-5750

ADRA Int'l C'ship Desert Race Series

4/2	Salome, AZ
5/28	Prescott, AZ
7/16	Flagstaff, AZ
8/20	Heber, AZ
9/24	Young, AZ
11/18	Lukeville, AZ

PITS C'ship Trials Series

4/9	Clear Lake, CA
4/23	Auburn, CA
5/28	Fall River, CA
6/11	LaPorte, CA
6/25	Donner, CA
7/23	Donner, CA
8/20	Donner, CA
10/22	Santa Cruz, CA
11/11	Patterson, CA
11/19	Auburn, CA
12/10	Patterson, CA

Info 209/293-4768

Black Jack Enduro Series

4/30	Tulsa, OK
5/7	Chadwick, MO
5/21	Flat River, MO
6/4	Prescott, AR
9/17	Little Rock, AR
10/1	Stillwater, OK
10/15	Tulsa, OK
10/29	Oklahoma City, OK

Info 918/438-3388

WMXA Nat'l C'ship Series

4/2	Perris, CA
4/30	Edwards, CA
6/4	Sunnymead, CA
6/25	TBA
8/6	Perris, CA
9/17	San Bernardino, CA
10/8	Palmdale, CA

CMA C'ship Supercross Series

6/23-24	Toronto, Ont., CAN
9/23	Montreal, Que., CAN

RACE Nat'l C'ship Series

5/27-28	St. Pie, Que., CAN
6/24-25	Shubenacadie, NS, CAN
7/29-30	Shannonville, Ont., CAN
8/12-13	Calgary, Alberta, CAN
8/19-20	Vancouver, BC, CAN
9/2-3	Shannonville, Ont., CAN

Info 416/862-8821

RACE Eastern Canada Challenge Series

4/29-30	Shannonville,Ont., CAN
5/20-21	Sanair, Que., CAN
6/10-11	Shannonville, Ont., CAN
7/12	Shannonville, Ont., CAN
7/15-16	Sanair, Que., CAN
8/16-17	Trois Rivieres, Que., CAN
9/23-24	Shannonville, Ont., CAN
9/30-10/1	Shannonville, Ont., CAN

Info 416/862-8821

Alaska State C'ship MX Series

5/28-29	Anchorage, AK
6/17-18	Sutton, AK
7/1-2	Fairbanks, AK
7/30-31	Fairbanks, AK
9/3-4	Anchorage, AK

AMRA C'ship Series

5/7	Anchorage, AK
5/14	Anchorage, AK
5/21	Sutton, AK
6/9	Sutton, AK
6/11	Anchorage, AK
7/16	Anchorage, AK
7/23	Anchorage, AK
8/13	Anchorage, AK
9/10	Anchorage, AK

SMRA C'ship Series

5/21	Sutton, AK
6/2	Sutton, AK
6/9	Sutton, AK
6/17-18	Sutton, AK
6/23	Sutton, AK
7/23	Anchorage, AK
8/4	Sutton, AK
9/10	Anchorage, AK

Rocky Mountain Enduro Series

5/14	Crawford, NE
5/28	Limon, CO
6/25	Woodland Park, CO
7/16	Del Norte, CO
8/6	Steamboat Springs, CO
8/27	Walden, CO

Info 307/745-7793

Missouri Hare Scrambles Series

4/16	Stasnton, MO
5/14	Jamestown, MO
5/29	Kahoka, MO
6/11	Jamestown, MO
6/25	Callaway, MO
7/22	Columbia, MO
8/6	Sedalia, MO
8/20	Steelville, MO
9/10	Palmyra, MO
9/24	Flat River, MO
10/8	Branson, MO
10/22	Flat River, MO

N. Indiana Hare Scrambles Series

4/2	Burr Oak, IN
4/9	Marion, IN
4/16	Ligonier, IN
5/21	Ligonier, IN
7/16	Ligonier, IN
9/24	Burr Oak, IN
10/29	Burr Oak, IN

PRRA Spring Motocross Series

4/9	Livermore, CA
4/30	Hollister, CA
5/7	Sacramento, CA
5/21	Hollister, CA

Info 415/963-1599

MARCH						
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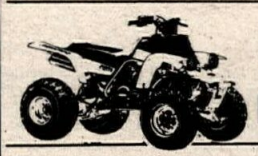

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March 24

CALIFORNIA SHORT TRACK
BRA C'ship Series. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Arlington. Info 817/540-0815.

March 24-25

KANSAS SHORT TRACK
• Motorsports of America. Topeka. Info 316/225-1430.
MAINE SHORT TRACK
• Motorsports of America. Augusta. Info 316/225-1430.
OREGON ARENACROSS
MXNW Series. Salem AX Fairgrounds, Salem. Info 503/928-4474.

March 25

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA ROUGH SCRAMBLES
• R & D Enterprises. Bolado Park, San Benito County Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA HARE & HOUND
AMA/D-37. Viewfinders MC, Soggy Dry Lake, Lucerne. Info 714/549-7736 or 818/249-4810.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA SUPERCROSS
• AMA/Camel C'ship SX Series/SuperSports. Tampa Stadium, Tampa. Info 813/822-8929.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
INDIANA MOTOCROSS
Read's Racing Unlimited. Trojan Speedway, North Webster. Info 219/594-2649 or 433-1570.
MICHIGAN MOTOCROSS
Brown City MX, Brown City. Info 313/395-2168.
OHIO MOTOCROSS
AMA/D-11/American Motosports Inc. Vinton County Fairgrounds, McArthur. Info 614/596-2057.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180.
PENNSYLVANIA M/C EGG HUNT
Reading MC, Clubgrounds, Oley. Info 215/987-6422.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bel-Co. Steel City USA, Delmont. Info 304/594-1157.

March 25-26

CALIFORNIA MOTOCROSS
CMC. US Sportsmen Nat'l MX. Glen Helen OHV Park, San Bernardino. Info 714/261-6116 or 880-1733.
CALIFORNIA ROAD RACE
• AFM Series. Riverside Raceway, Riverside. Info 213/326-5679.
LAS VEGAS DRAGS
• Dragbike USA Nat'l C'ship Series. 4th Annual Wheels of Fortune Nat'ls. Las Vegas Speedome, Las Vegas. Info 315/735-1661.
WISCONSIN DRAGS
Grudge Races. Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

March 26

ARIZONA ROAD RACE
AMA/C'ship Cup Series S.W. Firebird Int'l Raceway, Chandler. Info 704/684-4297 or 602/938-7038.
CALIFORNIA TT SCRAMBLES
AMA/D-36/Lodi MC. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• CMC. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA DESERT RACE
• AMA/D-38/Fudpucker Racing Team. Team 200. Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• CRC.L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Lassen MC. Fort Sage Mountains, Doyle. Info 916/257-4093.
CALIFORNIA ROAD RACE
AHRMA-West Vintage RR Series. Riverside Int'l Raceway, Riverside. Info 415/829-6091.
CALIFORNIA MOTOCROSS
GFI Racing. Perris Raceway, Perris. Info 714/788-5853.
COLORADO MOTOCROSS
SRAC/RMP. Lakewood. Info 303/988-7722.
FLORIDA MOTOCROSS
• FMC Grand Too $ Series. Bithlo. Info 407/568-2271 or 912/242-9751.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MOTOCROSS
Read's Racing Unlimited. Wabash Cannonball Raceway, Wabash. 219/594-2649 or 433-1570.
KANSAS HARE SCRAMBLES
KORR C'ship Series, 2-Man HS. Caldwell Raceway, Caldwell. Info 316/945-8221.
KENTUCKY MOTOCROSS
Spring Series. Greenbo MX, Argillite. Info 606/473-7590.
MARYLAND MOTOCROSS
• AMA/D-7. Budds Creek Int'l MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS MOTOCROSS
• NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA Series. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
• Rolling Hills, Reidsville. Info 803/378-4715.
OHIO SHORT TRACK
All Pro-Motions Inc. Burbank Sports Arena, Burbank. Info 216/624-2852.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
OHIO HARE SCRAMBLES
Crossfire Racing. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/485-2415.
PENNSYLVANIA MOTOCROSS
The Challenger, Homer City. Info 412/726-5494.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
• 5th Annual Kent Howerton Series, Round 1. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422 or 663-4015.
TEXAS CROSS COUNTRY
TCCRA 50-Mile Series. Lake Whitney MX, Whitney. Info 214/561-4084 or 581-5359.
WASHINGTON GRAND PRIX
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

March 31

CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Arlington. Info 817/540-0815.

March 31-Apr. 2

ALABAMA SHORT TRACK/MOTOCROSS
Southestern Motorsports, Inc. Cullman County Agri-Business Center, Cullman. Info 205/221-6060.
MICHIGAN SHORT TRACK
• Motorsports of America. Port Huron. Info 316/225-1430.

April 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA ROUGH SCRAMBLES
• R & D Enterprises. Bolado Park, San Benito County Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA SHORT TRACK
• Dirt Sport Promotions, Inc. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA SIDECAR RIDE
So. Cal Sidecar Experience. 2nd Annual Pinnacles Peak Dinner Ride. Denny's, Roxford. Info 818/366-3179 or 805/251-5051.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
INDIANA MOTOCROSS
Read's Racing Unlimited. Baer Field Raceway, Ft. Wayne. Info 219/594-2649 or 433-1570.
MASSACHUSETTS JR ENDURO
NETRA C'ship Series. April Fools Jr, Palmer. Info 203/875-5757.
OHIO SHORT TRACK
AMA/D-12/Triangle MC. Ohio State C'ship. Marion Fairgrounds Coliseum, Marion. Info 614/383-3887 or 419/845-3148.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City. Info 405/485-2415.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE HARE SCRAMBLES
AMA/Wiseco/Yamaha GNCC. Loretta Lynn Ranch, Hurricane Mills. Info 304/594-1157.
TEXAS ULTRACROSS
• TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422 or 663-4015.

April 1-2

CALIFORNIA GRAND PRIX
CMC. Castiac Lake, N. of Magic Mtn., Castiac. Info 805/257-4922.
FLORIDA MOTOCROSS
• SuperSports. AMA Grand Slam of MX Series. Gatorback Park, Gainesville. Info 813/822-8929.
ILLINOIS MOTOCROSS
AMA/D-17. Lincoln Trail Motosports, Casey. Info 217/932-2041 or 312/934-0929.
MARYLAND MOTOCROSS
AMA/D-7. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
SOUTH CAROLINA MOTOCROSS
AMA. Loretta Lynn Qualifier. Sandhill Motorsports Park, Chesterfield. Info 803/623-2036.
WASHINGTON MOTOCROSS
MXNW 16th Annual Dealers Challenge MX. Thurston County ORV Park, McCleary. Info 206/435-9782.

April 2

ALABAMA POKER RUN
Hi-Pine Trail Blazers Lacy Mountain Poker Run. Ashland. Info 205/362-3083.
ARIZONA DESERT RACE
• ADRA C'ship Series. 13th Annual Salome 100, Salome. Info 602/252-1900.
CALIFORNIA TT SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA ENDURO
AMA/D-37/Prospectors MC. 34th Annual Gold Rush Enduro. Tokiwas, near Mojave. Info 818/841-8046.
CALIFORNIA GRAND PRIX
• CRC. Perris Raceway, Perris. Info 805/272-889.
CALIFORNIA MOTOCROSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA ROAD RIDE
San Francisco MC Fun Run. Club, San Francisco. Info 415/657-2087 or 991-4170.
CALIFORNIA OT MOTOCROSS
Old Timers/Over The Hill Gang. Sunrise Cycle Park, Adelanto. Info 818/882-5935.
CALIFORNIA ROAD RACE
• AFM Series/AHRMA-West Vintage Series. Sears Point Raceway, Sonoma. Info 415/829-6091 or 327-0908.
CALIFORNIA SWAP MEET/SHOW
British Swap Meet/Show. BSA Owners Club of N. Calif. Santa Clara County Fairgrounds, San Jose. Info 408/267-3971.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA TRIALS
ATA. Lucerne Valley. 213/943-4415 or 619/347-5796.
FLORIDA MOTOCROSS
• FMC Grand Too $ Series. Ocala MX, Ocala. Info 912/242-9751 or 904/867-1340.
GEORGIA SHORT TRACK
• AMA 600 Nat'l C'ship Dirt Track Series. Dixie Speedway, Woodstock. Info 404/926-5315.
GEORGIA HARE SCRAMBLES
Winter Series. Borderline HS, Tallapoosa. Info 404/941-8464 or 941-9050.
GEORGIA MOTOCROSS
Whitesburg MX Club, Whitesburg. Info 404/942-5930.
IDAHO SUPERCROSS
• SIRA/EIMA. Rupert Fairgrounds, Rupert. Info 208/678-5677.
INDIANA MOTOCROSS
Read's Racing Unlimited. Wabash Cannonball Raceway, Wabash. Info 219/594-2649 or 433-1570.
KANSAS HARE SCRAMBLES
KORR C'ship Series. 1-Man HS. Sprockets (River). Info 316/945-8221.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA Series. Wheel Wars, Harrison. Info 517/539-7308.
MICHIGAN MOTOCROSS
MRA Series. Log Road TNT, Coldwater. Info 517/522-4380.
MISSISSIPPI HARE SCRAMBLES
SERA C'ship Series. Goodman. Info 504/748-8569.
NEW JERSEY MOTOCROSS
• AMA. 3rd Annual Honda Big Bucks Shoot-Out. Raceway Park, Englishtown. Info 201/446-6331.
NEW YORK HARE SCRAMBLES
AMA/NY Series. Enfield. Info 315/253-9631.
NEW YORK MOTOCROSS
AMA/LTJ Promotions. Moto-

Masters Park, Mexico. Info 315/699-7105.
NEW YORK MOTOCROSS
WNYSC. Batavia MX Park, Batavia. Info 716/272-0741 or 594-0482.
NORTH CAROLINA MOTOCROSS
• Silver Creek MX Park, Morgantown. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
• SEMX. Montrose MX, Raeford. Info 919/875-3805.
OHIO SHORT TRACK
All-Pro-Motions, Inc. Burbank Sports Arena, Burbank. Info 216/624-2852.
OHIO MOTOCROSS
Malvern Moto Sport Park, Malvern. Info 216/567-2458.
OHIO HARE SCRAMBLES
Mansfield MC, Mansfield. Info 419/524-1347.
OREGON GRAND PRIX
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bel-Co. Steel City USA, Delmont. Info 304/594-1157.
RHODE ISLAND TRIALS
NETA C'ship Series. Round #1. Rhody Rovers, Exeter. Info 617/695-1506 or 401/333-0523.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
TENNESSEE MOTOCROSS
Jax MX Park, Atwood. Info 901/662-7123 or 686-0558.
TENNESSEE HARE SCRAMBLE
AMA/SETRA/Volunteer Riders Inc. Boyds Creek H.S., Sevierville. Info 615/933-0960 after 5 p.m.
TENNESSEE HARE SCRAMBLES
AMA/Wiseco/Yamaha GNCC. Loretta Lynn's Ranch, Hurricane Mills. Info 304/594-1157.
TEXAS YSR50 RACE
Texas Track Challenge. Moto Liberty, Dallas. Info 214/242-6440.
WASHINGTON ENDURO
NMA C'ship Series. Sparkplug Enduro. Bremerton Cruisers MC. Belfair (Tahuya). Info 206/943-1559.
WYOMING MOTOCROSS
SRAC/CCC. Cheyenne. Info 303/988-7722.

April 5

CALIFORNIA SHORT TRACK
• Dirt Sport Promotions, Inc. Carlsbad Raceway, Carlsbad. Info 619/489-5823.

April 6

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

April 7

CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.

April 7-8

DELAWARE SHORT TRACK
Delaware Motorsport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
NEVADA ROAD RUN
So. Cal. Harley-Davidson Dealers Assn. 7th Annual River Run for MDA. Laughlin. Info 714/884-6464.

April 7-9

GEORGIA DRAGS
• Dragbike USA Nat'l C'ship Series. 9th Annual Dixie Cyclenationals. Southastern Int' Dragway, Dallas. Info 315/735-1661.

April 8

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Penton MX, Penton. Info 205/864-9641 or 864-9448.
ARIZONA RELAY RACE
ADRA 12-Hr. Relay for Hunger. Indian School Park, Scottsdale. Info 602/252-1900.
CALIFORNIA DESERT RACE
• AMA/D-38/Fudpucker Racing Team Superstition Series. Mottely Crews Buzz Bomb 150. Plaster City East, W. of El Centro. Info 619/427-5759.
CALIFORNIA ROUGH SCRAMBLES
• R & D Enterprises. Bolado Park, San Benito County Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA POKER RUN
SCEC. Anderson Dry Lake, Lucerne. Info 714/689-6114.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
INDIANA MOTOCROSS
Read's Racing Unlimited. Trojan Speedway, N. Webster. Info 219/594-2649 or 433-1570.
OHIO SUPERCROSS
AMA/D-12/Glass City MC. Silverdome Qualifier. Motorsports Park, Delta. Info 419/476-2312.
OHIO TT SCRAMBLE
Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO MOTOCROSS
Crossfire Racing. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/485-2415.
TEXAS MOTOCROSS
• TMC State C'ship Awards Race & Spring/Summer Series Kickoff. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422 or 663-4015.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Track, Woodland. Info 503/667-5701.

April 8-9

CALIFORNIA ROAD RACE
• ARRA Series. Willow Springs Raceway, Willow Springs. Info 805/966-5700.
GEORGIA DRAGS
SCRA Series. Atlanta Int'l Dragway, Commerce. info 919/697-7690.
TENNESSEE MOTOCROSS
Mega Series. Loretta Lynn's Qualifier. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS TRIALS
SATA. TX State C'ship Observed Trials. Lake McClellan, Pampa. Info 512/680-2346 or 214/231-2372.
WISCONSIN DRAGS
Grudge Racing. Great Lakes Dragway, Union Grove. Info 414/878-3783 or 462-5520.

April 9

ALABAMA MOTOCROSS
Wares Ferry Moto Park, Montgomery. Info 205/263-5409.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/841-7224 or 647-5612.
ALABAMA HARE SCRAMBLES
Heart of Dixie Dirt Riders, Double Springs. Info 205/221-7065.
ARKANSAS MOTOCROSS
• Arkansas Motosports Inc. Burns Park, N. Little Rock. Info 501/758-7936.
CALIFORNIA HARE & HOUND
AMA/D-37/Rovers MC. Boner Run. Teagle Wash, Red Mountain. Info 805/526-3513.
CALIFORNIA MOTOCROSS
• PRRA Spring Series. Carnegie SVRA, Livermore. Info 415/968-1599.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Santa Clara Riders Unlimited. Hollister Hills SVRA, Hollister. Info 408/722-8133 or 663-4014.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA TT SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TRIALS
PITS. Beer Cup Trial. Clear Lake. Info 209/293-4768 or 916/753-2519.
CALIFORNIA MOTOCROSS
• CMC. Coors Weekend of Champions Series. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA VINTAGE MX
AHRMA-West Series. Gambonini Ranch, Marshall. Info 415/829-6091.
CALIFORNIA GRAND PRIX
DCR. Glen Helen OHV Park, San Bernardino. Info 714/371-6333.
CALIFORNIA ENDURO
SCEC. Anderson Dry Lake, Lucerne. Info 714/689-6114.
CALIFORNIA DRAGS
• Western Pro/Gas, APE Pro/Gas Challenge. Bakersfield Raceway, Bakersfield. Info 805/298-1320.
COLORADO MOTOCROSS
SRAC/TVP. Lakewood. Info 303/988-7722.
CONNECTICUT HARE SCRAMBLES
NETRA C'ship Series. Conn. State, Union. Info 203/875-5757.
DELAWARE HALF MILE
• AMA/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
GEORGIA MOTOCROSS
• FMC Grand Too $ Series. S. Georgia MX, Valdosta. Info 904/225-0241 or 912/242-9751.
GEORGIA MOTOCROSS
Canceled: Thunder Creek MX, Jackson. Info 912/994-0914.
ILLINOIS ENDURO
Iowa Enduro Series. Morrison. Info 515/279-3962.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

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Neil Keen 314/426-6959

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MARCH 31
Costa Mesa, CA
Info - (714) 492-9933

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April 1-2
Formula USA Series
Round #2
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*March 26 US Amtr Nat'l Glen Helen
*1989 Pro Points
CA (714) 261-6116

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Cal Poly Penguins MC
April 16, 1989
35 Miles North of San Luis Obispo, CA.
Drawing April 3, 1989
Info: (805) 544-0963

SMX
MX SCHEDULE
Sun. April 2 DeAnza
Sun. April 16 DeAnza
Sun. April 30 DeAnza
INFO (714) 583-7486

DOUBLE CROSS RACING
GRAN PRIX So. Cal. DOUBLE CROSS
April 9
Perris GP
Too Kool For Skool
INFO: (714) 371-6333

SRA GP California Schedule
April 16 Hilltoppers
April 30 Glen Helen
Info (714) 957-2985

GFI/PERRIS RACEWAY 1989 SCHEDULE
Sat. March 25 GFI Super Saturday Motocross
Sun. March 26 GFI Motocross
(714) 788-5853

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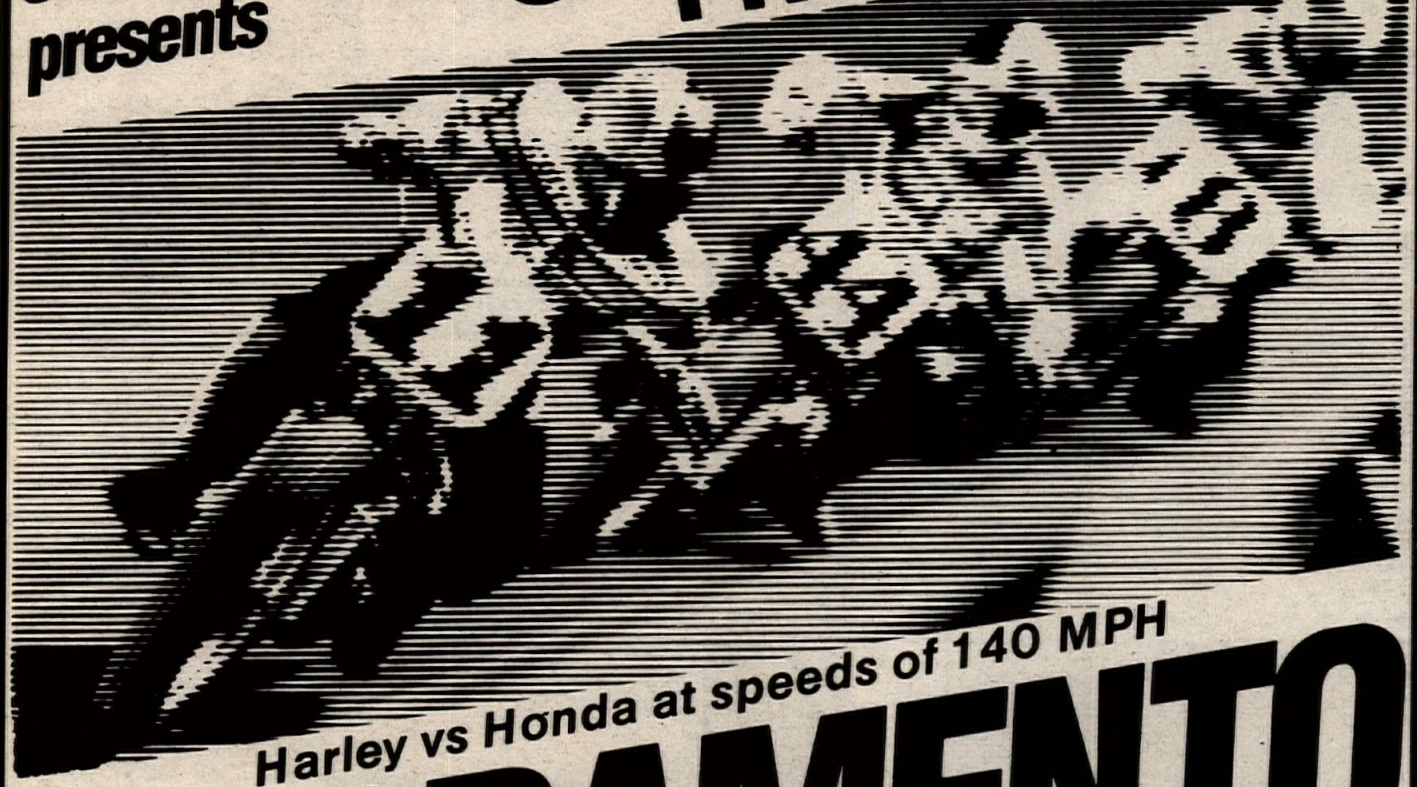
Chris Agajanian presents

CAMEL PRO



Harley vs Honda at speeds of 140 MPH

SACRAMENTO MILE CAL EXPO

Sat. April 8, 1989

Bass Tickets (916) 395-BASS or Howe Ave. Box Office (916) 920-1121

Gates Open 5:30 pm Time Trials 6 pm First Race 8 pm

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RESULTS

Motocross
The Challenger MX
Jacksonville, PA
Mar. 12
By Jack Lentz

125 A	
Stephen Crowe	KTM
125 B	
Robert Leone	Hon
Marc Leone	Hon
Jim Yuratocich	Hon
Thomas Bursick	Yam
David Fox	Kaw
125 C	
William Reed	Hon
Karlin Miller	Hon
Donald Hosaflook	Yam
Keith Ciaranella	Yam
Rob Spehar	Hon
250 A	
David Santi	Yam
Kenneth Frankenbery	Hon
250 B	
Jody Shearer	Kaw
Erin Seech	Kaw
Michael Doncilla	Yam
Jim Keusch	Suz
Michael Reesman	Yam
250 C	
James Miller	Hon
Brian Sterrett	Hon
Chris Sheftic	Hon
Jody Bovington	Mai
Richard Logan	Kaw
OPEN B	
David Norris	Hon
John Miller	Kaw
Craig McClellen	Hon
Ron Tautkus, Jr.	Hon
John Gourley	Hon
OPEN C	
Lionel Deshet	Hon
Michael Lee	Kaw
Jeff Johnson	KTM
Donald Bowman	KTM
Kevin Higgs	Hon
51	
Heather Bruner	Suz
65	
Michelle Moore	Kaw
EXTRA	
Joe Martinelli	Suz
85 JR	
Robert Stock	Suz
85 INT	
Jeff Decker	Suz
Sonny Morocco	Hon
85 SR	
Joe Kevech	Kaw
Michael Kosanovic	Kaw
Steve Zadrozny	Suz
Shawn Mundis	Kaw
Rick Biondo	Suz
SR MINI	
Sonny Morocco	Hon
125 SCHLBY	
Gary Michael	Suz
John Walker	Hon
SR	
David Kaufman	Yam
Robby Bush	Hon
Gary Johnston	Yam
Jack Machuta, Jr.	Hon
John Sciaretti	Yam
S/SR	
James Danner	KTM

Cross Country
TCCRA
Oak Hill
Decatur, TX
Mar. 12
By Dana Anders

OPEN AM	
Kevin Harnich	
Todd Fletcher	
Marty Ishmal	
250 AM	
Tony Denton	
Gary Prochaska	
Darren Brown	
200 AM	
Brian Hayes	
Jack Buffinton	
Billy Mills	
125 AM	
Brian Cook	
Mark Reynolds	
Michael Sprong	
OVER 30 AM	
Mike Fussell	
Tim Faigh	
Marc Briggs	
OVER 38 AM	
Richard Parks	
Jack Hays	
Mike Holloway	
OVER 45 AM	
Bill Fleming	
Charles Pritchett	
Dave Birnapp	
MINI EX	
Shannon Eads	
Lulie Masterson	
Jonah Sleptworth	
MINI AM	
Ty Howard	
Christopher Ligo	
Jason Johnson	
WMN EX	
Pam Schiller	
Laura Boyer	
Deborah Schiller	
WMN AM	
Christy Talbert	
Bethny Jacobs	
Deb Montry	
PRO	
Dean Lane	
Brook Matthews	
Dennis McCoy	
OPEN EX	
Kirk Howeth	
David Kulpepper	
Jerry Massengail	
250 EX	
Eric Neilsen	
Richard Shumaker	
Burt Reynolds	
OVER 30 EX	
Billy Smith	
Joe Smith	
Mike Abbott	
125 EX	
Jeremy Fipps	
Steve Rearis	
Jeff Harris	
200 EX	
Craig Thompson	
Alex Rasmussen	
John Coughenhower	
250 INT	
Kevin Lowrimore	
James Williams	
Rick Schimmel	
OVER 38 EX	
Gene Pannell	
Mike Eads	
Hank Hayes	
OVER 30 INT	
Wayne Ratliff	
Mark Pace	
Ray Waits	
OVER 38 INT	
Ken Johnson	
Donald Cannon	
Ron Gassner	

Motocross
Racing Enterprises
Carlsbad, CA
Feb. 25
By Robert Failing

80 BEG	
Doug Harvey	Kaw
Shaun Fortier	Yam
Manny Arias	Yam
Bernhard Leitner	Yam
Steve Deman	Hon
125 BEG	
Rick Riehm	Hon
Jason Foxe	Hon
Kevin Karpiak	Hon
Drago Schadffer	Hon
Bonnie Warch	Suz
250 BEG	
Mark Page	Hon
Jeff Robson	Hon
Rusty Nowka	Hon
Tim Ryker	Yam
Tommy Brachens	Hon
500 BEG	
Peter Neumueller	Yam
VET BEG	
Mark Page	Hon
Bob Kady	Hon
Garyt Dogget	Kaw
Alfred Stromberg	Hon
Joseph Churilla	Hon
80 JR	
Ty Kady	Kaw
125 JR	
Giovanni Spinali	Hon
Mark Blakley	Kaw
Gary Yberra	Suz
David Hoffman	Hon
David Demangos	Hon
250 JR	
Scott Sease	Kaw
Tony Ulrich	Yam
Chris Verboom	Hon
Junco Andres	Hon
S.J. Stumetz	Suz
500 JR	
Robert Failing	Hon
Mark Fairfull	Hus
Aldon Colby	Hon
Ron Northup	Hon
Patrick Markham	ATK
VET JR	
Michel Landegent	Kaw
Mike Ronk	Suz
Aldon Colby	Hon
Curtis Jablonski	Hon
Paul Ikeda	Kaw
OT JR	
Ira Mieberger	Suz
125 INT	
Jeff Ratzhoff	Hon
Llyr Thomas	Suz
Thad Merz	Yam
250 INT	
Tibor Papp	Yam
Jeff Ferrin	Kaw
Louis Peick	Suz
Luke Arcidiocano	Hon
500 INT	
Jim Odle	Hon
Scott Nickerson	Hon
Harry Leitner	ATK
Zapata Espinoza	Yam
VET INT	
Robert Failing	Hon
Craig Breihan	Hon
DAvid Taxel	Yam
Robert Wilshire	Hon
Ken Diederich	Kaw
VET MSTR	
Alan Olson	Kaw
Marc Crosby	Yam
Marino Bastionell	Suz
125 PRO	
Vince Warren	Hon
Lance Barnett	Suz
250 PRO	
Dan Berg	Kaw
B.J. Millspaugh	Kaw
Mike Hooker	Hon
Vincent Pablano	Hon
Tim Whitlock	Hon
500 PRO	
Willy Musgrave	ATK
Joe Merrihew	Hon
Bob JPost	Hon
VET PRO	
Bob Tippit	Yam
Carl Gazafy	Hon

Wind

(Continued from page 4)

Multi-time AMA Formula One Champion Mike Baldwin helped Richard Chambers, Chris Carter, Ben Cheatwood, etc. with the announcing duties for the Daytona 200. The Darien, Connecticut, resident reported that although he negotiated for a World Superbike ride with an unnamed firm *(Bimota . . . Editor)*, he was unfortunately unable to secure a ride for the 1989 season. Pepsi Suzuki Grand Prix star Kevin Schwantz also spent some time behind the microphone at Daytona.

Another road racer who was spotted on the wrong side of the track at Daytona was multi-time endurance racing champ Larry Shorts. Shorts, who rode Rob Muzzy-prepared Kawasakis for Team Targa during 1988, was working for Team Tour, Kawasaki's demo ride program. Shorts was joined by Martin Carney, who last year tuned for Kork Ballington's effort in the Castrol 250cc Grand Prix Series.

Canadian road racer Steve Crevier was involved in a car accident which left him with an injured leg just weeks before Daytona. Though he was seen in the pits sporting a serious limp, Crevier rode a Frank Ciampini-backed Aprilia to 10th place in the 100-kilometer International Lightweight event. Unfortunately, his Suzuki Superbike broke early in the 200.

Suzuki is offering $95,000 worth of Suzuki gift certificates in its off-road contingency program for RMX250 riders during the 1989 season. The program will include all AMA-sanctioned National Championship enduros, hare scrambles, and hare and hounds, plus ISDE qualifiers, the ISDE, SCORE desert races and the Casey Folks' Best in the Desert Series. A win in the AA, A, B, and C classes in a National enduro, hare scrambles or hare and hound will earn $300, second place $200 and third $100. In the ISDE Qualifier Series, Intent, A, B, and C class winners will collect $500; second $300 and third $200. If you qualify to ride the ISDE you automatically get an extra $250, and a gold medal in the ISDE will earn another $250. The SCORE events that will be included in the program will be the Las Vegas 250, the Baja 500 and 1000, and the Off-Road Championships. A win at any of these races (250cc Expert and Class 21) will take home $750, second $500 and third $250. Pro class wins in the Best in the Desert Series are worth $750 in cash.

Southern California's American Road Racing Association (ARRA) has cancelled its Willow Springs Off-Road Grand Prix Series due to a lack of available water to use for dust control. The club will, however, run mini (YSR50) road races on the short Streets of Willow Springs course on the originally scheduled GP dates. For more information contact the ARRA at 805/966-5700.

Canadian road racer Gary Goodfellow suffered fractures to his upper left arm, right foot and ribs when he crashed while leading the March 12 Daytona 200. Goodfellow spent the night in a Daytona hospital, but opted to return to Canada for surgery rather than have it performed at Florida's Halifax Medical Center.

The Viewfinders M/C Team Hare & Hound race in Lucerne Valley, California, will take place Saturday, March 25, not Sunday the 26th as listed in American Motorcyclist magazine.

Although Talladega Cycle Sales in Talladega, Alabama, was destroyed by a tornado March 5, the shop is continuing to operate from a house across the street, on Route 1, Highway 21 North.

After making his final U.S. supercross appearance of the year at the Houston Camel Supercross, March 18, Frenchman Jean-Michel Bayle will head back to Europe, March 21, to campaign the World Championship 250cc MX Series, which begins in Payerne, Switzerland, April 16. When asked if he was looking forward to going back, the 125cc MX World Champion replied, "No, not really." It seems that Bayle likes racing in the U.S. and feels there's more "team spirit" here. "Back home it's just me and my mechanic and that's it," said Bayle. "Here, it's a whole team effort, so there's more motivation in going fast." While he was racing in America, Bayle was receiving help from the factory Honda team. Bayle will return to the U.S. on July 9 for the 250cc MX GP at Unadilla near New Berlin, New York.

RK Chain and Mikuni of America are the lastest sponsors to post contingincies for the WERA-sanctioned Toyota/Dunlop Formula USA Series. Mikuni will pay $250 to the winner, with $150 to second, $75 to third and fourth and $50 to fifth. RK will pay $200 to the winner, $100 to second and $50 to third through fifth. The rider must use the products to collect the awards.

Australian road racer Paul Lewis, after finishing second to Dale Quarterley in the AMA Pro Twins Grand Prix race at Daytona, headed to Europe where he'll ride a Francis Neill/Luke Taylor-backed, Ron Grant-prepared Honda RC30 in the FIM World Superbike Championship. Lewis' teammate will be New Zealander Robert Holden.

The first-ever Cabo 1000, a 1059-mile Mexican sport ride (endurance tour) from Tijuana to Cabo San Lucas, was "won" by Ray Roy on a Yamaha FJ1200, who completed the ride in 12 hours and 32 minutes. Previous to the March 6 event, the unofficial record for the fastest run down the Baja peninsula was held by Parnelli Jones in a Ford Bronco, who completed a slightly shorter course in roughly 14 hours. Nine riders competed in the inaugural Cabo 1000, which will now be held biannually in the La Carrera tradition (La Carrera no longer allows motorcycles). The next event will be held October 16, 1989. For further information contact Ray Roy at 707/778-8205 or Ceferino Lamb at 415/748-3507.

AMA Pro Twins Grand Prix Champion Dale Quarterley's response when asked what put his Ducati 851 out of the Daytona 200: "It came unstarted." The Eraldo Ferracci-prepared Italian machine retired from Daytona with suspected electrical problems. Quarterley plans to campaign an 851 in the entire AMA Superbike Series, and says, "Wait till we get to the short tracks!"

To err is human, to forgive . . . A typo was made in the AMA/CCS advertisement that appeared in last week's newspaper. "Yokohama" appeared just that way five times, but it also appeared as "Youkohama" once. We made our typesetters and proofreaders stay after school and write "Y-O-K-O-H-A-M-A" on the advertising department's blackboard 1,000,001 times. Then we had them roll Yokohama tires from our office to the Queen Mary in Long Beach Harbor and back.

As of Friday, March 17, Cagiva North America had all but completed its move from Gardena, California, to Fairfield, New Jersey. According to Cagiva's Ernesto Vittore, they'll release 1990 Husqvarna and Ducati models in July or August. "We are moving to New Jersey to be closer to our supplier, Cagiva in Italy. We have regrouped and will market only six or seven Husqvarna models and a small number of Ducati models. We will not be marketing bikes bearing the Cagiva name in the U.S. We realize that our parts situation was intolerable in the past and have taken the steps to rectify that problem."

Connecticut's Richard Schlachter finished eighth, not 17th as reported in our Daytona 200 coverage. After Schlachter and AMA officials checked with Daytona scorers the morning following the race, it was found that the two-time AMA National winner was scored twice on lap 44 - in fourth and 11th place. "I felt real good," Schlachter said regarding his racing comeback on a George Vicensi-prepared Honda. "I wish I'd had more practice, but our progress was good. My timing kept getting better and better. I would like to do some more racing before the next National, but there's nothing going on around here - the new track at Loudon is under construction. It looks like Road Atlanta (May 7) will be the next one."

The Santa Clarita (California) City Council will meet at 7:30 p.m., March 28, at 23920 Valencia Boulevard in Santa Clarita and the proposed Whitney Canyon OHV Park is on the agenda. It appears that the city will oppose the project and Disney Studios has claimed that they will file suit against it. Los Angeles County off-road riders are urged to attend the meeting and be heard.

TravelStar of Naples, Florida, has been appointed the official travel agency of Minnesota's Brainerd International Raceway for the June 11 Honda World Classic, the U.S. round of the World Championship Superbike Road Race Series. TravelStar is offering complete packages which include discounted airfare, hotel rooms right in Brainerd, and car rental. Based on double occupancy, package deals can be had for as little as $319 from Boston, $339 from New York, and $421 from most West Coast cities. Hotel rooms may be reserved separately. For more information, call 800/541-1223.

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The American Federation of Motorcyclists (AFM) North Chapter will implement a new safety measure at the first race/practice day at Sears Point Raceway in Sonoma, California, on March 18-19. A new chicane will be positioned at turn 12, forcing riders to make a right-hand turn before the left in an effort to slow their speeds through turn 12 and the following turn one. The AMA has positioned a chicane at turn one during the last few years National road races.

The new Beta Alp is a dual purpose/trail machine based on the World Championship-winning Beta TR34 trials motorcycle. The Alp's chrome moly steel chassis is virtually identical to the TR34's. Suspension is provided by a Marzocchi fork and a Corte Cosso monoshock. Hydraulic disc brakes front and rear provide the stopping power. Power is provided by a single-cylinder, two-stroke, reed valve 260cc motor, and a Dellorto carburetor and Motoplat electronic ignition provide the fuel mixture and spark, respectively. The Alp has a new seat/tank unit, providing a larger fuel capacity and a more confortable seat than the trials model. Seat height is 29 inches and claimed dry weight is a low 185 pounds. Suggested retail price is $3295. For more information, see your Beta dealer or contact: Cosmopolitan Motors, 301 Jacksonville Rd., Hatboro, PA 19040, 215/672-9100.

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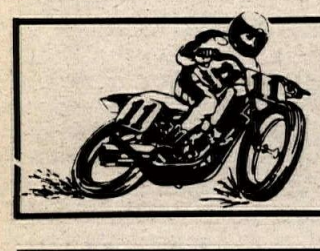

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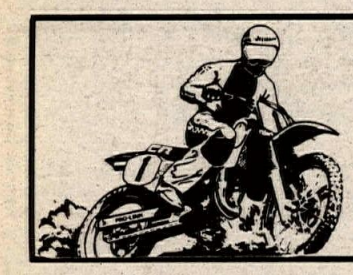

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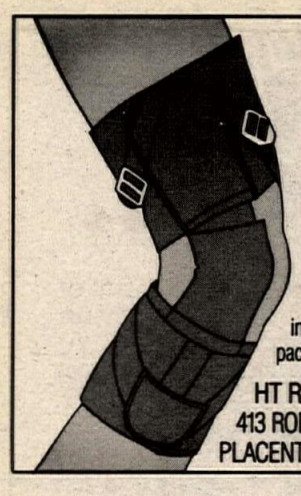

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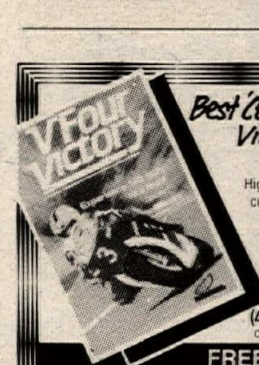

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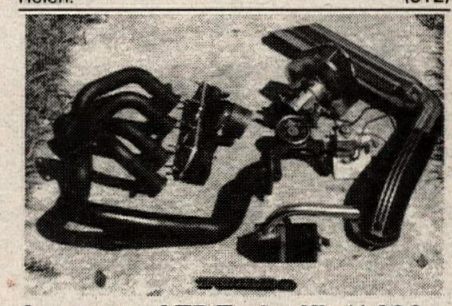

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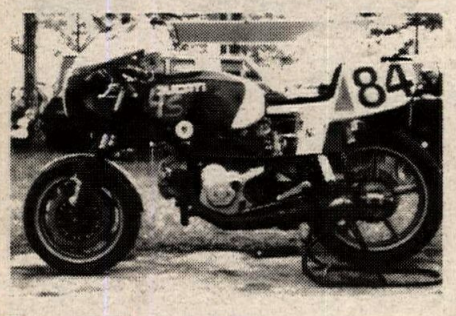

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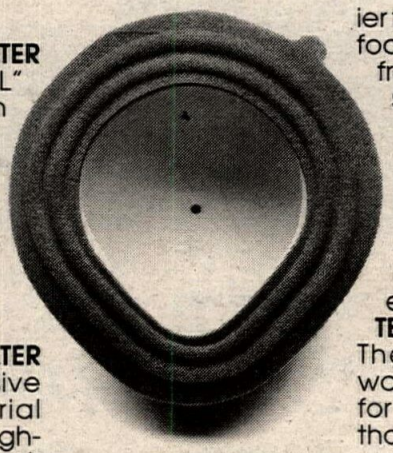

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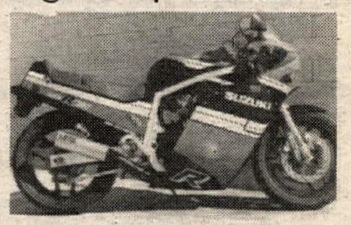

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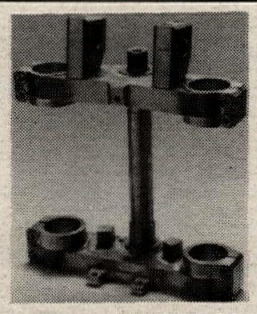

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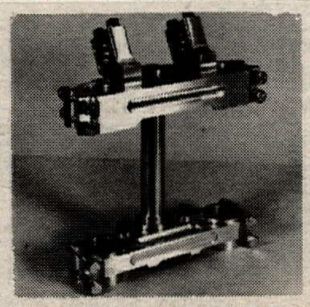

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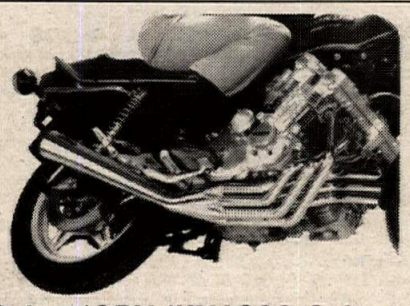

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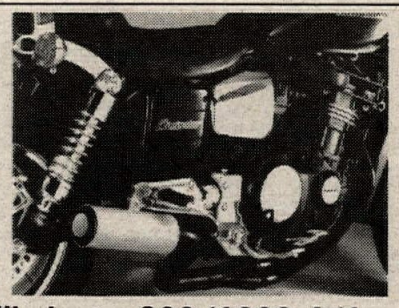

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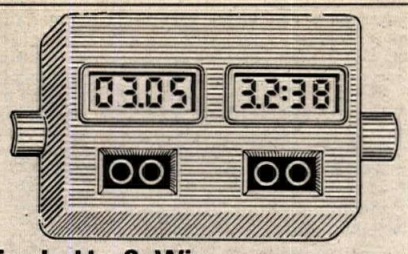

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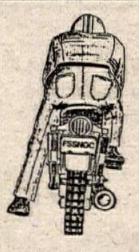

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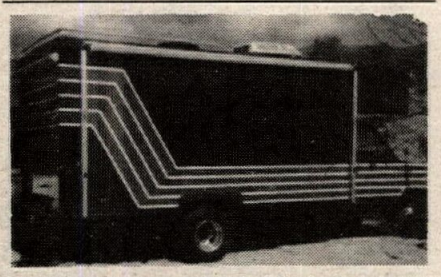

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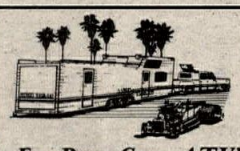

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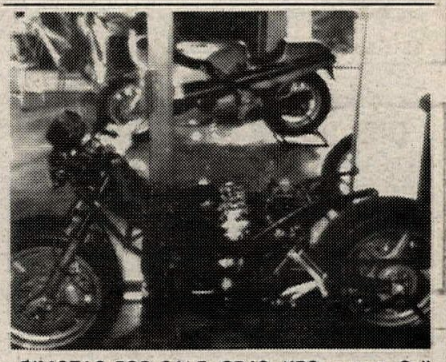

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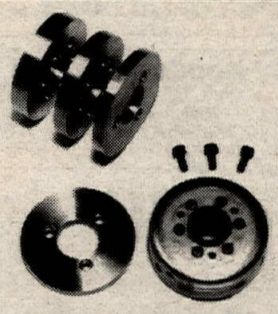

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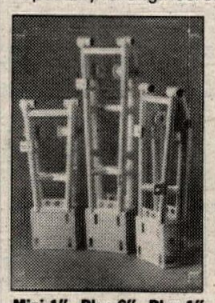

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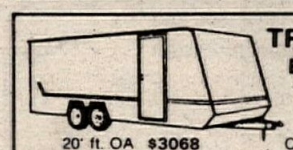

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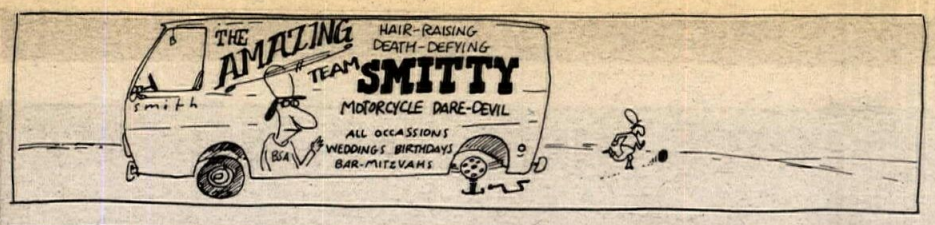

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